October, 1943

Periodical

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FEATURES IN THIS ISSUE

WINTER LAY-UP . . . . . *By Elon Jessup*
WARTIME YACHTING IN NORTH AFRICA . . . . *By J. G. Detwiler, Lt. Col., GSC, U. S. Army*
THESE LITTLE BOATS WENT TO WAR . . . . . *By Earl Burton, Lt., j.g., USNR*

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(Official U. S. Navy Photo)

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TUNE IN THE TEXACO STAR THEATRE EVERY SUNDAY NIGHT—CBS

YACHTING, October, 1943. Vol. 74, No. 4. Published monthly at 10 Ferry Street, Concord, N. H. Editorial, Circulation and Advertising Offices, 205 East 42nd Street, New York 17, N. Y. $4.00 a year 50 cents a copy. Entered as Second-Class matter at the Post Office at Concord, N. H., under the Act of March 3, 1879.

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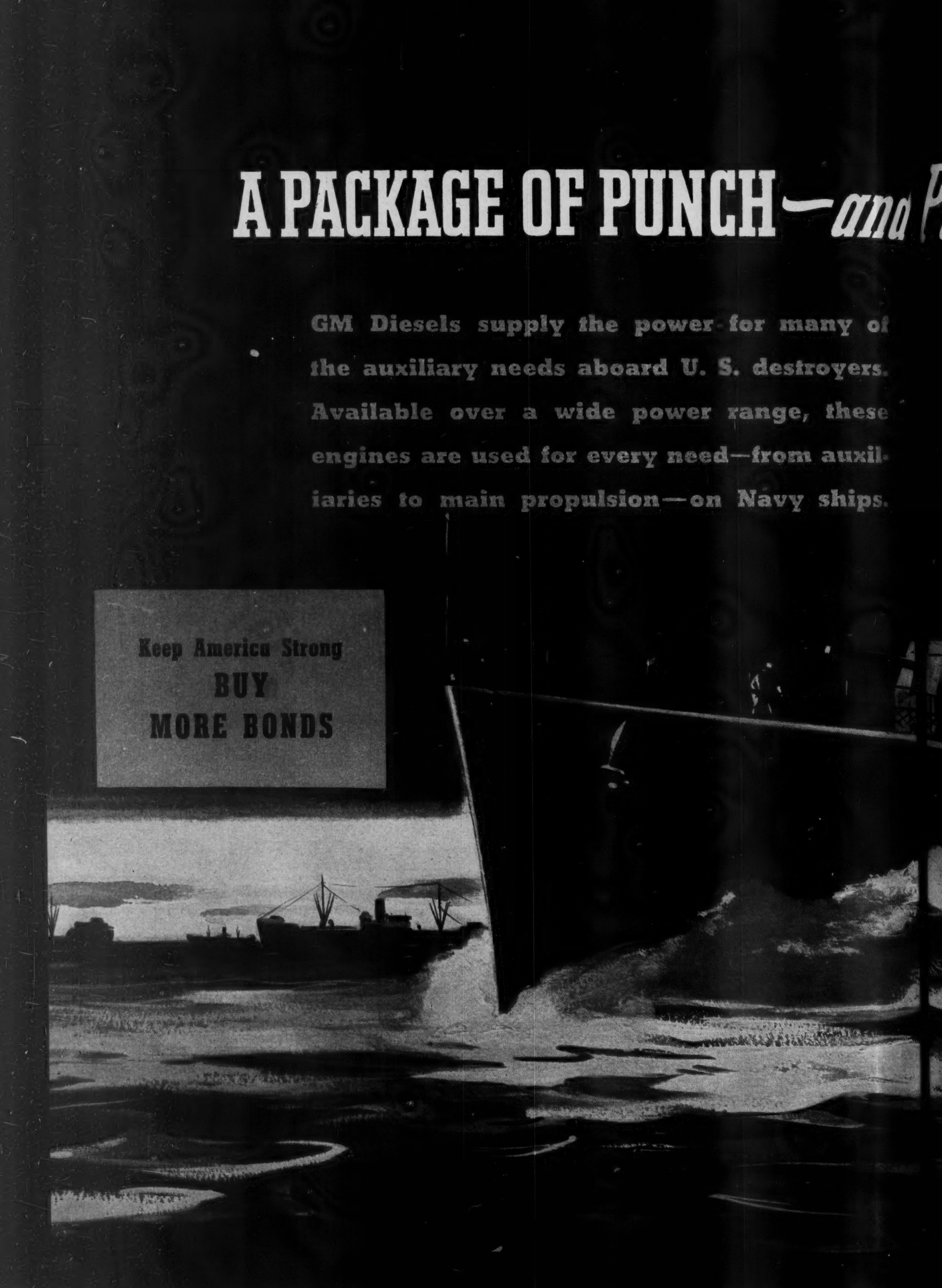

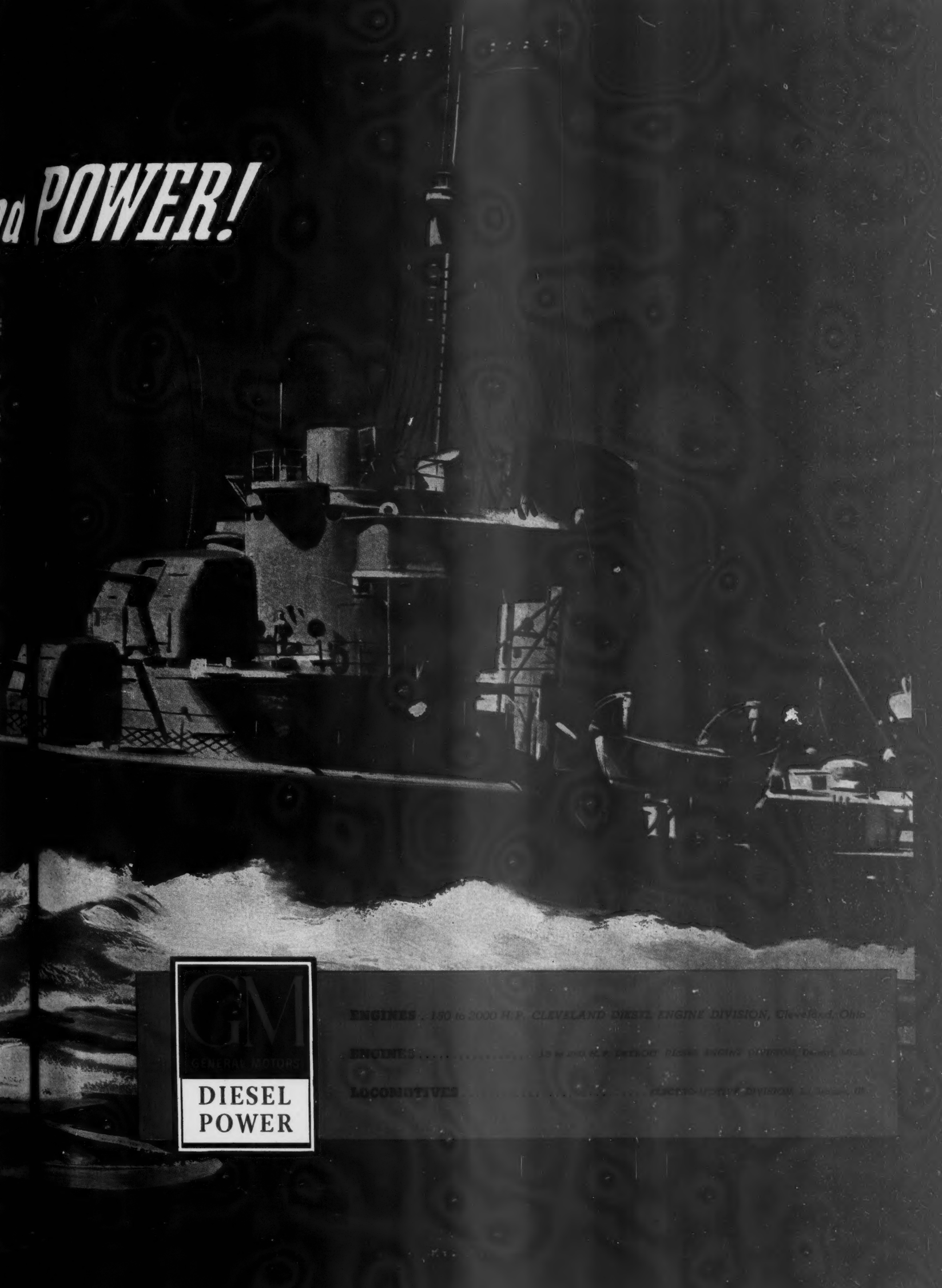
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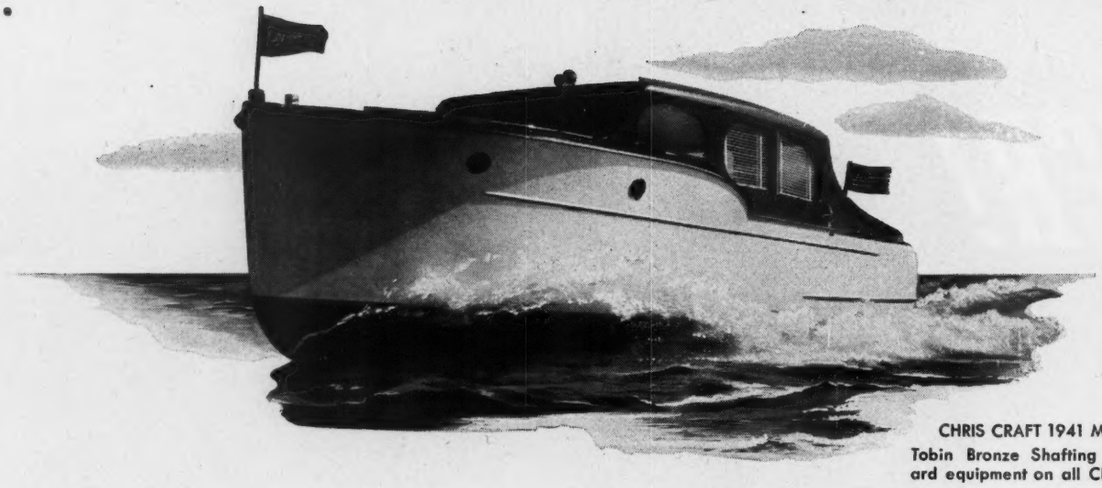

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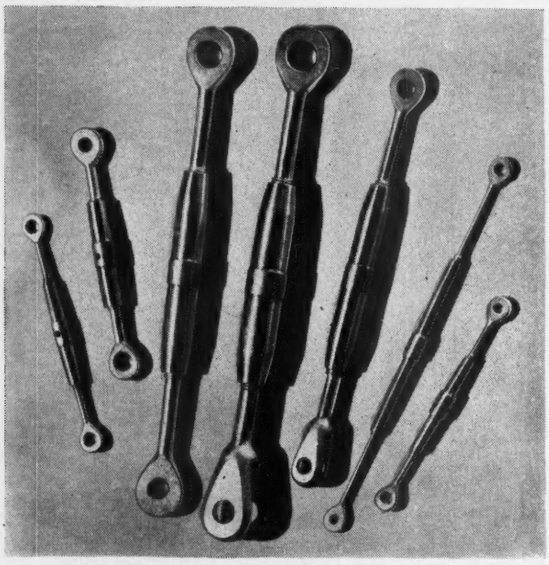

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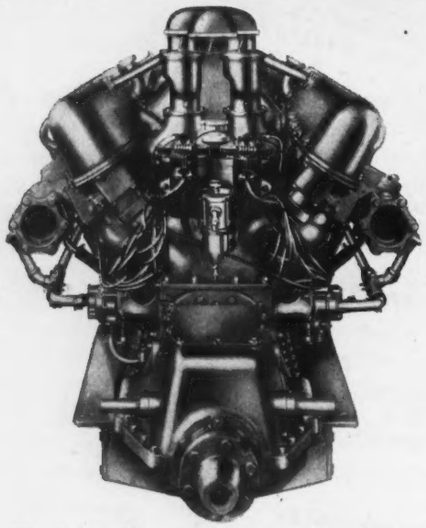

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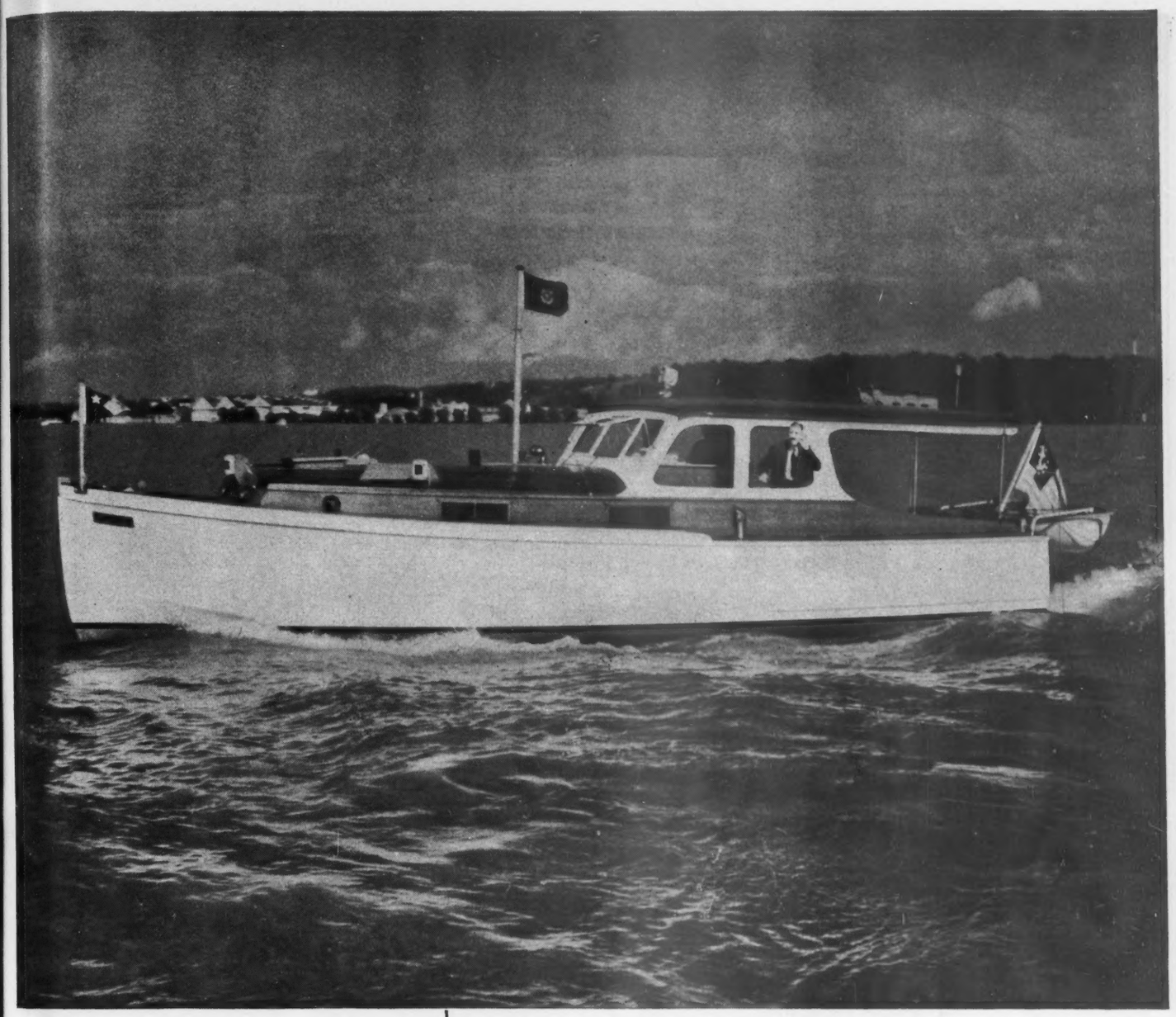

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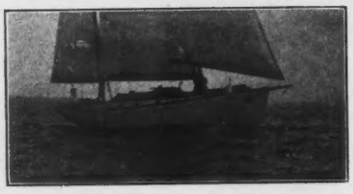

No. Y-8427 — FOR SALE — Auxiliary ketch, 40′ 3″ x 31′ 11″ x 10′ 10″ x 5′ 6″. Built 1937. Three berths in main cabin, double stateroom. Husky cruising boat with a good turn of speed. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York. Tel. VA. 6-2326.

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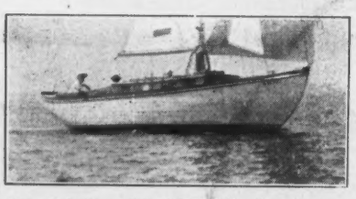

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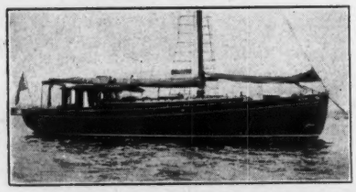

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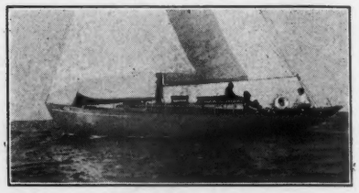

No. Y-7848 — FOR SALE — Auxiliary cutter, 38′ 8″ x 28′ 10″ x 9′ 11″ x 5′ 11″. Designed and built by Dunham in Stamford, 1939. Two berths in main cabin, double stateroom, lavatory and galley. Teak decks. For further information price and location consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York. Tel. VA. 6-2326.

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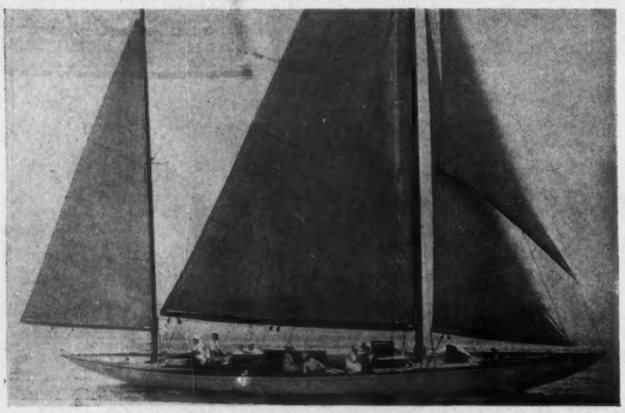
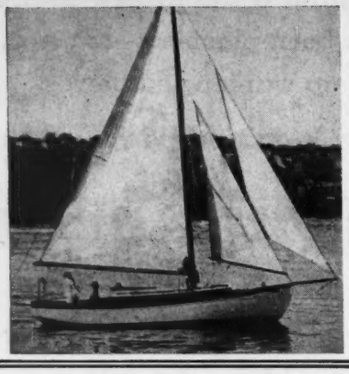


No. 5417 — For Sale — Fast cruising yawl, 64′ x 41′ x 11′ 6″ x 8′. Built by Lawley 1931. New Chrysler 6-cylinder motor 1941. Separate lighting plant. High grade construction and finish. Flush deck, double stateroom aft. Main cabin sleeps four. Lead ballast. Well equipped. Laid up near Boston. Price low.



No. 598 — Cruising cutter, outboard rudder. 33′ x 29′ x 11′ x 5′. Alden design 1935. Bronze fastened. Has large cockpit, separate motor compartment. 22 h.p. Gray, propeller amidships. Very roomy galley aft, large cabin, comfortable double stateroom. Has good turn of speed.

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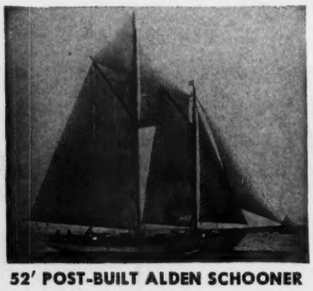

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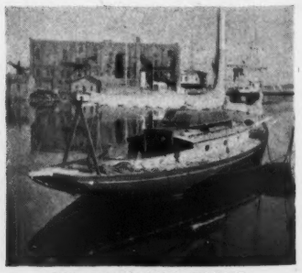

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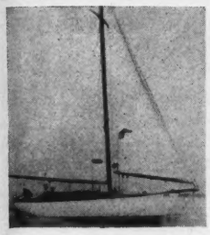

No. 3010 — Auxiliary sloop, 33' 6" x 27' 2" x 9' 6" x 5' 5". Designed by L. F. Herreshoff. An able cruiser and single hander. Sleeps four including double stateroom.

No. 5249 — For Sale — One of the few quality ketches of her size now available. Dimensions: 40' 3" x 10' 10" x 5' 6", sleeps five. New sails 1941.

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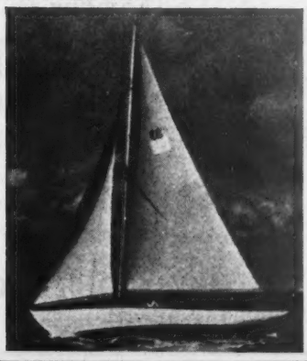

No. 5103 — For Sale — One of the latest "Coastwise Cruisers," built by Graves in 1941. Used sparingly and in commission this season. ➤

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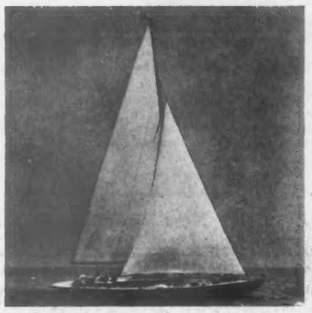

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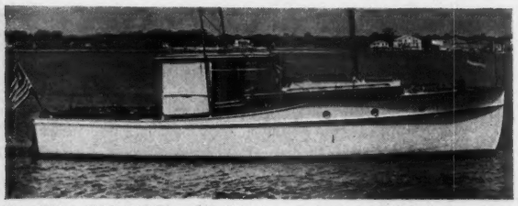

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Wanted for Cash: Thirty Square Meter Mainsail, Genoa Jib and Parachute Spinnaker either new or slightly used. Reply Box 10-2.

Wanted: 22-Square Meter Sloop on West Coast, fully equipped. State complete particulars. Reply Box 10-3.

Have Hallicrafter Radio Compass with loud speaker, first class condition, $175; Dane Radio Compass, Type GC, $275. Want Synchromaster and Bendix Controls for Twin Motors. Reply Box 10-4.

For Sale: 18′ Catboat, Crosby design, Custom built 1938. Oak frames, cedar planked, mahogany trim, Wamsutta canvas, Sea Scout motor. Many features. Two berths in cabin. In water Connecticut. $750 if sold before haulage. Reason for selling, owner unable to use. Reply Box 10-5.

Morse Commercial Diving Outfit for sale. Complete with 2 cyl. pump, 200′ air hose, telephone, three-light screw helmet, tan dress and accessories. Reply Box 10-6.

For Sale: Suit sails, excellent condition though soiled — main, foot 14′, luff 11½′, head 10′, leach 21¼′. Jib, luff 12′, foot 5½′, leach 11½′. All approximately — also spars and bronze hardware — any part for reasonable cash offer. Reply Box 10-7.

Building Plans Complete: New Zealand Sea Cruiser, sleep two, 23′ 1″ x 18′ x 7′ 4″, $20. Rhodes Arrowhead Sloop, 20′ 8″ x 14′ x 6′ x 3′ 4″, $10. Reply Box 10-8.

Wanted: One Comet, good condition, to be used for racing. East Coast. Reply Box 10-9.

Wanted: Marconi sails for Ketch — cross cut, preferably 12 oz. Jib — leach 33, foot 13½. Main — hoist 48, foot 21. Mizzen — hoist 39, foot 16 Reply Box 10-10.

Send Replies to Swap Chest, Care "Yachting"
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For Sale

Fine model of "WESTWARD," famous clipper built by Donald McKay in 1848. Measures 47″ o.a. and 32″ high, including cradle. Also have smaller model of "FLYING CLOUD." Either model would make splendid gift where such replicas of America's supremacy at sea are appreciated. Particulars on request.

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Builder and Repairer of Ship Models
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Telephone: Main 4-6340

FOR SALE

Hall-Scott Invader. 275 horsepower direct drive. Run only 30 hours since rebuilt by Hall-Scott factory. Price $2000.00. South Coast Co., Newport Beach, California.

WANTED

30 Sq. Meter Racing Yacht. Advise age, condition, sail inventory, name, location and best price for cash sale during October or November. Reply Box No. 1001, YACHTING, 205 E. 42 St., New York 17, N. Y.

WANTED

Late model standardized cruiser, 32′–35′, moderate speed twin screw preferred. Send full details including equipment. Box 26, Bainbridge, Georgia.

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Wanted for research work in development of postwar pleasure craft, house boats and yachts, by large shipbuilding organization with excellent facilities, located in the South. Give references and salary expected. Reply Box 1000, care of YACHTING, 205 East 42 Street, New York 17, N. Y.

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Pocket or standard marine chronometers, no matter what their condition. Highest prices paid. Bank references. RIALTO WATCH & CLOCK SHOP, 1481 Broadway, New York City.

WANTED $3500

Modern Auxiliary in first class condition. Sell to me instead of hauling. Something like Bounty, Alden off shore coastwise, double ender, single hander, Malabar. Boat must be fully worth this net to seller. Good Casey Cutter or any recent fine yacht 30-40 ft. **David Goldberg, 410 Asylum Street, Hartford 3, Connecticut.**

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Newport News, Virginia

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⚓ ⚓ ⚓

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One new 18′ Rhodes Cape Cod. Sloop, never been used, a fine smart mahogany little yacht.

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39′ 4″ x 10′ 5″ x 5′ 6″. A beautiful Alden auxiliary cutter, well built and unusually well equipped, two cabins, three clothes lockers, large toilet, Shipmate coal as well as alcohol stove in galley. Completely overhauled this month.

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46′ x 15′ 10″ x 4′ 4″. Schooner, motor sailer, a comfortable, roomy, able boat of the best design. Here is no racing yacht, but a splendid home afloat. Just overhauled. Price is very reasonable.

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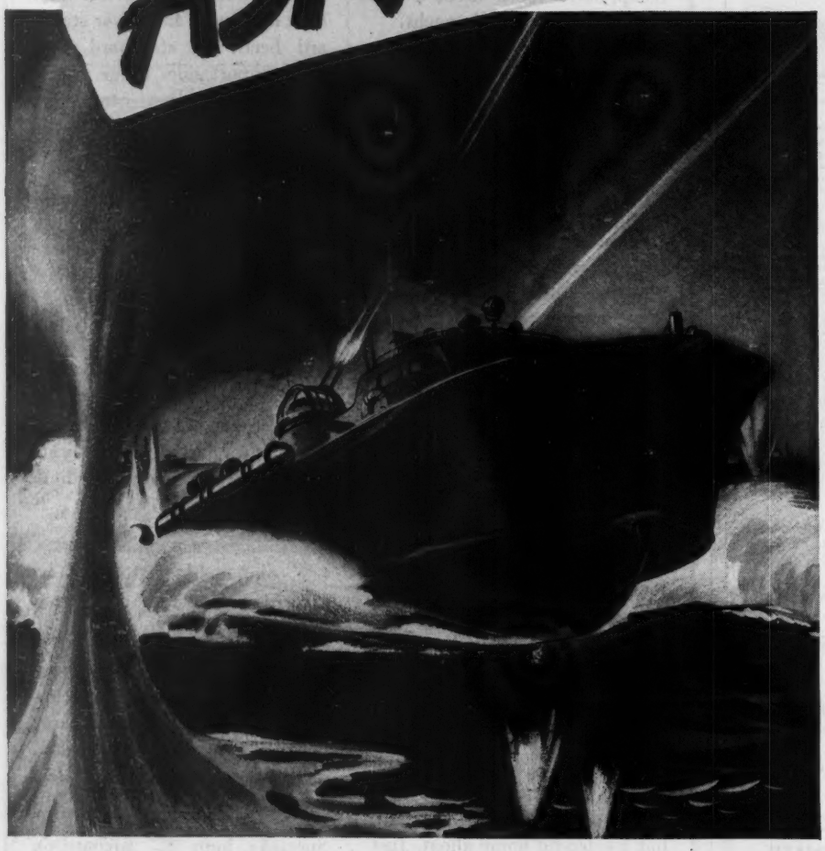
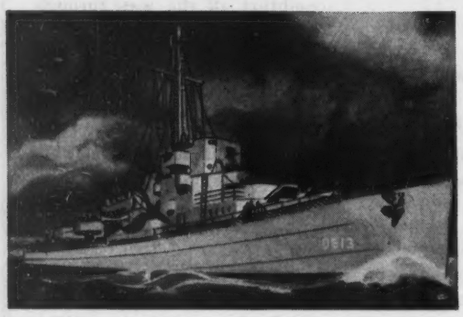


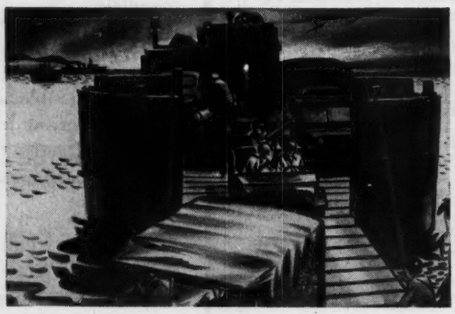
Out on the battle churned stretches of the Pacific, off the coast of steaming Guadalcanal, pounding the surf of Sicilian shores, making pin point turns on the convoy lanes of the Atlantic—that's the week in, week out job of Federal-Mogul Propellers for the Allied Navies!

From the ever increasing needs of allied Naval strategy, Federal-Mogul Marine has developed new and better methods of manufacture—supplying superior propellers from 8 in. to 10 ft. in diameter, that ask No favors — that are helping heroic crews win important battles!

The engineering ingenuity and precision manufacturing that created the famous peacetime Equi-Poise Propeller has been proven in the crucibles of war. Tomorrow, after victory, you will see the culmination of this experience in new Federal-Mogul products. Federal-Mogul Marine, 4036 Beaufait Avenue, Detroit 7, Mich.

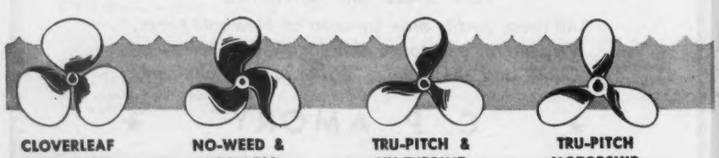


New sub-busters— deadly new DE vessels designed by the Navy, equipped with every known aid to combat Axis pig boats — and propellers by Federal-Mogul are punching convoys through.



Allied landing barges—transports that in the Sicilian invasion carried everything from huge 105-mm. guns to jeeps. Proud are we that Federal-Mogul Propellers played a big part in this success.

Tank landing tenders—These heavy duty lighters were one more of the many, many craft equipped with Federal-Mogul Propellers for the largest task of the invasion forces.



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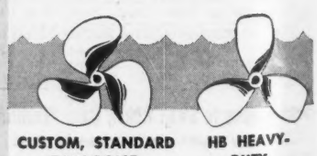

CUSTOM, STANDARD EQUI-POISE

HB HEAVY-DUTY

Yachting

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VOL. LXXIV OCTOBER, 1943 NO. 4

HELP TO MAKE SAILORS OF THEM

AT NO TIME in the history of our nation have we needed as many seamen as we do today. The Navy, the Coast Guard, the Maritime Commission and also the Army want men to man the ever increasing fleets of large and small craft that are coming in such numbers from the ship and boat yards all over the country. So sailors have to be made, and made quickly. And it helps a lot in the training process if those entering those branches of the armed services know something about boats and the water before they start. That's where the Seamanship Training Corps comes in.

Feeling that many yachtsmen would want to and could help in a movement of this kind, the Seamanship Training Corps was organized last winter to get the high schools of the country interested in starting classes in seamanship for boys of sixteen and seventeen years of age. While such training is of necessity most elementary, it will give a youngster who may later enter the Navy or Merchant Marine a background of knowledge of boats, their nomenclature, rules of the road, buoy systems, the compass, and the like. And with even this he is just that much ahead of the out-and-out landlubber when he goes to "boot" camp for his training.

Although the organization got under way only in February of this year, classes were going in schools in over one hundred communities, and some 3,000 boys had received this elementary training and been graduated by the summer recess. In this work, yachtsmen have been called upon not only to help steer the organization and keep it growing, but to furnish instructors as well.

Now the summer is over, schools are in session again and the work is going forward with even greater impetus. Classes are getting under way on both coasts and in many inland communities where the boys have never seen a vessel of any size. It is the aim of the organization to get courses going in as many of the 22,000 high schools of the country as possible. In all this, you, as a yachtsman, can help. Instructors are needed; groups of yachtsmen in various localities are wanted to assist in the work and get the boys and the educators interested in forming classes, and in giving such help as they can. And in localities where yachts can be kept in commission, an occasional trip in these boats by the boys will do much to help the training and keep up the interest.

You can help. The cause is worthwhile and needs your support. It has the blessing of the Navy and Coast Guard. If you can't help with your services, you can perhaps help financially. Some funds are needed to keep the organization going although all of the personnel is on a volunteer basis. So if you are generously inclined and feel you must reach for your check book, donations will be thankfully received and should be sent to Treasurer, Seamanship Training Corps Inc., 37 West 44th Street, New York, N. Y.

PTs IN ACTION

GUADALCANAL, Tulagi, Midway and the Mediterranean — these are but a few of the many far-flung battle fronts where the hard-hitting PTs are making naval history. A comprehensive account — told in both text and pictures — of the part that these vessels are playing in World War II will appear in the November issue.

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IN THE WIND

▶ From the standpoint of both racing and cruising, the past season was remarkable in yachting annals considering the difficulties in the way. . . . Far more boats were overboard than were expected to be. . . . Most yacht clubs presented festive appearances, at least over week-ends. . . . Thanks to Horace Havemeyer's generous gesture, the Star international series was sailed and proved one of the most interesting in the history of that famous class. . . . Skippers drew lots for the boats and, frequently, ardent rivals found themselves sailing each other's craft. . . . Yachting has survived gloriously what was anticipated as probably the toughest season it would ever be called upon to face, indicating the buoyancy of this greatest of all sports which is as unsinkable as faith in freedom. . . .

▶ My first V-mail letter from abroad indicates, to my embarrassment, that I am as fallible as expendable. With an appropriate blush I record it below. . . .

From Capt. T. G. Hoster, Engineer Corps, Somewhere in Sicily

Dear TELLTALE:

It has been some time since I have had the occasion to address a missive to YACHTING, but today your July issue arrived and, as has been my custom for quite a few years, I turned to your column first to discover who had what to say on subjects controversial and to chuckle over your latest humor. . . . To my surprise, I discovered reason to add my own bit of disturbance to your turbulent waters. . . .

While I am not acquainted with Westbrook Pegler personally, I'll stick up for an author whom I don't know, when he has succeeded in passing you to leeward, so to speak. . . . That *canard* of which you found the scribe guilty when he wrote: "As the tug tied loose from the *Navajo*—" may not sound nautical or even sensible, but take it from one who has plowed his own channel over the same bars in Chesapeake Bay as Spun Yarn that the term "tie loose" has been used by Bay watermen in the same manner as "cast off" for several generations. . . . On the Eastern Shore and at Solomons, while *Tejeria* was being built in 1936, I've frequently heard natives of these parts say "tie her loose" when casting off. . . . You may already have heard reverberations from this from Ralph Wiley or Spun Yarn, but I have had my say on the matter now and will return to dreaming of the first time I can tie *Tejeria*, or *Summer Complaint*, by which name she is better known in the Bay, loose from her berth when this confounded mess is over. . . .

I might add that next to personal mail the event to which I look forward most each month is the arrival of YACHTING and I suspect that all your old subscribers overseas are just as happy as I am that you have continued publication in the face of present difficulties. . . .

If you are not already aware of it, you might be interested in knowing that both Gordon Raymond and Lawrence Bailliere, from Gibson Island, are now lieutenant commanders, each having a flotilla command of a certain type of landing craft. They did a whale of a job in the landings here. . . . As luck would have it, I was within fifteen miles of both of them for five weeks before we hit Sicily and didn't know it, and as we came across in a different class I have still to see them. . . .

However, after the landing in N. A., back in November last, on a couple of occasions Bally and I managed to hoist considerable "Blood of the Desert" and settle the affairs of the world. . . .

Having already broken the laws of brevity which the service requires, I'll now have my card punched and unzip the zipper of my sleeping bag which rests on one of the few flat spots in Sicily. . . . A hell of a life for a sailor! . . .

(Signed) TED HOSTER

▶ I haven't gotten around to thanking Spun Yarn, on behalf of Caleb Bilgewasser, for his magnificent if undeserved tribute to that intemperate versifier's effort in this compartment which started, "Calypso is a dipso-" and which good old Spun was all for submitting for the Pulitzer Prize. . . . Bless your heart, Alf, old chum, you certainly don't damn with faint praise and you've kept Under the Lee of the Longboat as fresh as paint and as salty as a sea breeze. . . . Incidentally, Mr. Rosner's new illustration, though coming as something of a shock to us old-timers who had been looking at the original one for a couple of generations, is a bit of all right and most appropriately ornaments the fulminations of YACHTING'S "grand old columnist," carping critic and acidulous curmudgeon. . . .

▶ Joe Appleton, by the way, got a call from George Nichols the other day, who wanted him to undertake construction of a model of *Goose* — for delivery after the war. . . .

▶ Comely Cap'n D'Arcy Grant Parrott, known as Chesapeake Bay's "only woman skipper," has jined up with the Spars as an apprentice seaman. . . . However, she's expected to make the grade of ensign in a couple of months. . . .

I wouldn't mind being her Sparring pardner! . . .

▶ Reflecting on that V-mail letter from Ted Hoster. . . . He complains that he was within fifteen miles of "Noisy" Raymond over there and didn't know it at the time. . . . Couldn't he *hear* him, for God's sake? . . .

▶ Seventy sail were counted in the first session of the Manhassett Bay Yacht Club's eleventh annual fall Race Week, a number that was beyond the most optimistic advance estimate. . . . Bobby Mossbacher's *Susan* led the Internationals home, Howard Seymour won in the Atlantics with *Mutiny*, and Adrian Iselen's *Ace* was the brightest *Star*. . . . It sounded like old times. . . .

▶ From Lieutenant (j.g.) Alexander C. Blour, USNR, comes the following:

In a booklet published by the Massachusetts Development and Industrial Commission urging vacationists to *find restful beauty* in Massachusetts, under the cut of what looks like a *Scrappy Cat* appears this caption:

WHAT A COMBINATION — SALTY BREEZES AND LEE *SAIL* UNDER!

▶ A welcome visitor to these shores recently was N. Bayard Dill, now a captain in the British Army. . . . Famed for his smile and his helmsmanship in racing, Bayard has more friends in New York and environs than a centipede has legs. . . . His younger brother, Lawrence, of the Royal Navy, recently returned to Bermuda, said: "I've been to the Virgin Islands and there's nothing in that myth. . . ."

▶ Sending me a photograph of a particularly ugly motor cruiser yclept *Flour of the Sea*, B. A. Peterson says he snapped her at Fairhaven, Mass., during the carefree summer of 1941. . . . "The flour mentioned," says he, "was certainly not in the barrel in the cockpit which smelled more of over-ripe fish. . . . She was for sale, the owner no doubt expecting to make some dough from his flour. . . ."

▶ John Swanson wrote me about a town he visited in Wisconsin a few years ago where the yacht club consisted of an old railway coach and the only way the commodore could be sure of a quorum at meetings was by buying a case of bottled beer and parading through town with it on his way to the clubhouse just prior to the time scheduled for the session. . . . This was a sufficient lure to attract the normally apathetic flag officers, records Mr. Swanson, *who rhymes with Wisconsin!*

▶ *Time Flies Department* . . .

Francis Robinson, more than a quarter century ago a bronzed little boy scullin' around Newport Harbor in a beautiful varnished dinghy from the lovely schooner *Sayonara*, his family's yacht. . . . Today he's an instructor in seamanship at an officers' school at Newport. . . . Sixteen years ago, come February, "Rat" Hazard, making arrangements for me to cover for the *Providence Journal* one of the then routine rum running expeditions out of Newport. . . . Although I'd been through the latter part of World War I abroad, that adventure ended in my first experience of being under fire. . . . On Third Beach, to be exact — hard by the St. George's School boathouse. . . .

TELLTALE

80 FEET OF FIGHTING FURY!

WHEREVER the going is hot and heavy, wherever the U. S. Navy has a fight on its hands, there you'll find swift and deadly PT boats in action.

Elco PTs blasted the Japs in the Philippines and sped General MacArthur on his way from Bataan to Australia. They torpedoed enemy ships many times their size off Guadalcanal, helping to isolate the doomed Jap garrison.

At Rendova and Munda these potent PTs protected our landing forces and wiped out armed barges in attacks on Jap supply lines. Today off Sicily and along the Italian coast PTs are continually smashing at Axis communications, destroying and damaging vital enemy shipping.

PT crews are efficient, coordinated combat teams. Officers and men for these mile-a-minute midgets are carefully chosen from among eager volunteers for their courage, stamina and resourcefulness. And for their versatility, too. For each man must be a specialist at his own job, and must be able to take a shipmate's station in an emergency.

More and more young men now have the chance to see exciting service aboard the new, fast, hard-hitting Elco PTs being speeded to completion daily.

"The Boat Behind the Headlines"...

BACK THE ATTACK — BUY BONDS

Elco PT

Elco Naval Division, ELECTRIC BOAT COMPANY, Bayonne, New Jersey

OUT ON STATION

Schooners, cutters, yawls and ketches, motor-sailers and former sleek ocean racers, have forgotten their peaceful avocations and, with spars shortened and rigs reduced, have maintained a patrol off our coasts for months on end. Their varnished teak and mahogany covered with gray war paint, manned by units of the United States Coast Guard, they keep a lookout, day and night, in their designated stations. No matter what the weather may be, each one performs her constant, watchful patrol until her relief arrives. Their crews are largely made up of former yachtsmen.

From a photograph by H. Lee Pratt

YACHTING

Volume LXXIV OCTOBER + 1943 Number 4

The fleet in winter quarters. Some owners like to lay up their boats ashore, some afloat

Rosenfeld photo

WINTER LAY-UP

Some Considerations in the Matter of Going Wet

By ELON JESSUP

GENERALLY speaking, in putting a boat to bed for the winter, you have four established methods to choose from. Three of these have an interesting feature in common. The storage is wet.

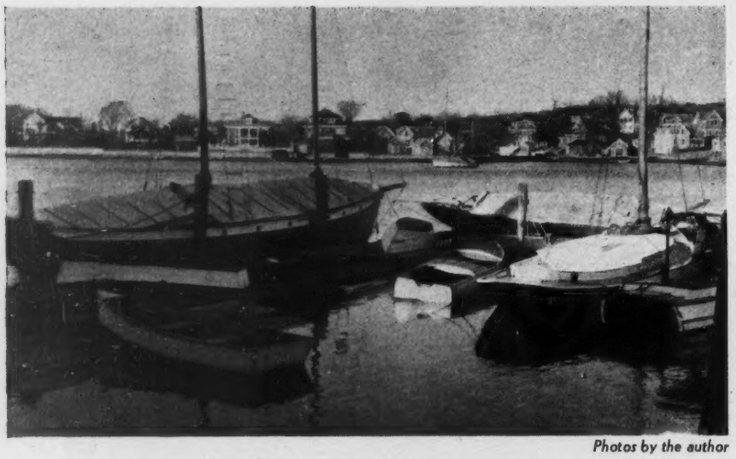
In fact, you might call the wet storage odds as high as four out of five. That is, if you care to consider as a separate method the practice of running a boat from salt water up a river to ride out the winter in fresh water to kill off the worms. And first class medicine it is said to be.

But to tabulate in general. First, you can put on a cover and leave your boat afloat in a sheltered salt water basin, maybe unstepping the mast, maybe not. Second, you can knock out the plug and heave a lot of rocks into the hold with a view to inducing her to spend the winter on bottom. That is, the bare hull, stripped of all gear. You probably won't, though it used to be a quaint Down East custom.

The third method, less heroic than a deliberate sinking, is a trifle out of the ordinary on this side of the Atlantic though practised by some British yachtsmen. It consists of running a boat aground on a mudbank at high water, there to snuggle into the ooze till spring. The fourth method, of course, is storing her ashore dry; in a shed, if you're lucky, but more likely outdoors.

What's this about mud? Advocates claim for it remarkable powers in the protection and preservation of wood. The surprisingly firm condition of ancient timbers now and again dug out of mudbanks appears to bear them out. Then, too, if you happen to believe a boat ought to stay wet all winter, that's neatly taken care of in the bargain. But there seem to be one or two catches. One is possible damage from ice. Another is the difficulty of recognizing your boat as a pleasure craft next spring as distinguished from a mud scow. Neither should prove insuperable. Given the right place, the mud berth seems basically sound.

In the pleasure boat world, winter laying-up has been confined to the two remaining methods of storage. Some haul out, others don't. The do's are clearly in the majority. Or, at least, nearly everywhere north of the Mason and Dixon Line. Yet, when you commence snooping around various inlets on a winter's day, you find a greater number of



Photos by the author

With their covers on, these yachts are getting ready to pick up their moorings for their winter hibernation afloat

boats tugging on a mooring buoy than you may have been led to expect.

What's more, it isn't necessarily for lack of some other place to go or the means of getting there. Even with plenty of berths available ashore, there are still many owners who insist upon staying afloat. I could show you two marine railways, and a half dozen boats within a stone's throw that consistently decline their services — except for an overhaul.

To the confirmed winter hauler-out, such preference seems inexplicable. How do they get that way? The answer will often be found in the size or character of the boat. You won't find many small, light, hulls left in the water. Planking of 1¼" oak is better equipped to deal with ice than planking of ½" cedar. And little boats present no special problem in being stored ashore. They'll fit in almost anywhere.

I will tell you why one particular boat stays out. A feature of the winter seascape I know from long acquaintance is a 45-foot black schooner yacht. Her hull is oak. They say along the waterfront that oak always takes a scandalously long time to swell after being returned to water from a winter ashore. This boat is fairly old, which doubtless means that her seams are appreciably wider than those of a smaller craft of modern construction would be. So, you have the combination of wide seams and a wood that is a slow sweller.

Methodically, every fall the owner used to haul her out for the winter. They say that, after launching in the spring, she'd play him up no end. After a while, he got bored having to wait till about the middle of summer for her seams to swell tight. He decided to try leaving her in water all winter. She's been there ever since.

So, a winter lay-up afloat isn't evidence of not giving a darn — at least, not as a rule. For example, there's Cap'n Oscar Hilton, boat fixer extraordinary of Cape Cod's southwesternmost tip, a man who knows boats if ever there lived one. He's all against hauling out for the winter. That is, if a suitable sheltered basin is available. His convictions run along somewhat the following lines:

"How about these winter lay-ups ashore? Bad. A boat can't be expected to stand the cracking, warping and wrenching resulting from a long spell of drying out, then a long spell afloat, followed by another long one of drying. Shrinking and swelling. Shrinking and swelling. Keep it up long enough and you ve taken ten years off the boat's life and she is almost certain to leak. Another form of leak hard to lick comes from having the full weight of the hull sitting on the keel a long time ashore. When the boat slips back into the water, the pressure is released and something may open up.

"All in all, out in the water is where a boat belongs. Anywhere else is unnatural. Haul out, lay on paint and get her back. Given a tight cover, she's fixed for the winter."

Other competent authorities have been heard carrying on with Cap'n Oscar's thesis. Comparison has been made with any jerry-built small structure ashore, devoid of customary foundations. No one needs to be told what winter frosts and thaws can do to its floor and walls. A boat blocked up in the open ashore finds herself in somewhat the same fix. She, too, lacks a solid foundation. The ground, alternating between the consistency of concrete and jelly, moves things around. Whenever some of the blocking sinks an inch or two, that part of the hull goes with it.

Of course, a hull was originally built to take its share of twisting but there seems to be an important difference as to what does the twisting, water or land. It is certainly with no special pleasure that a boat owner discovers that a supporting wedge of his blocking has somehow worked loose. Keeping the wedges snug is held to reduce the amount of twisting but not to eliminate it completely.

All this, of course, refers to a boat left out in the open. If she is stored in a shed, with a solid floor or even bare ground that doesn't freeze, the picture appears to be considerably altered. The moral of this would seem to be: get yourself a shed if you haul out ashore for the winter, otherwise, let her stay out on the water. I notice that Cap'n Bob Weeder down my way, who always winters his boat outside ashore, is punctilious in laying on the ground a foundation of long, heavy, timbers to distribute bearing surface.

For convenience and economy, wet storage has its points as a solution of the winter lay-up problem. To be sure, there's more than one way of defining convenience. You can't caulk and paint a boat's bottom when she's afloat nor do various other fitting out jobs which help to pass the time agreeably.

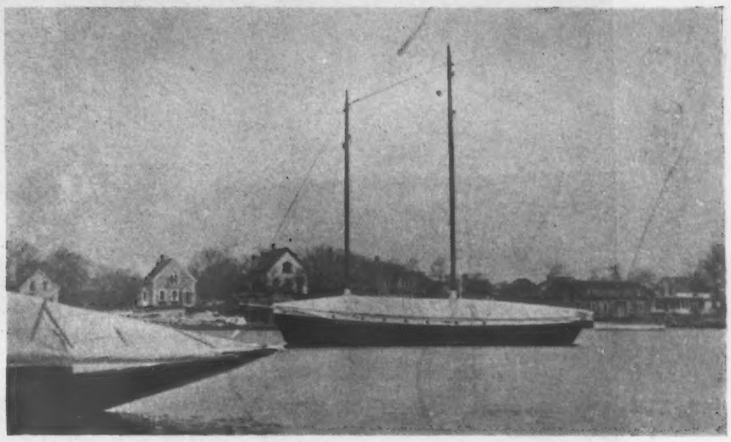
As for the economies of leaving a boat afloat, it won't save you any money if she happens to part her mooring during a mid-January blow, to end up on the rocks — with yourself a couple of hundred miles distant. Nor is the average yacht in any position to assume the duties of an ice-breaker. You are urgently advised to have some one on the spot to keep a weather eye on the boat if you can't be more or less constantly present yourself.

Yet, given a reasonably sheltered spot and an ice situation that won't get out of hand, it would seem difficult to find any good reason why an average cruiser shouldn't stay in the water all the year around. That is, unless she needs to get rid of every pound of excess weight for racing or the underwriters won't take the risk.

Cape Cod and its surroundings, where I happen to live, is by no means a tropical clime. Yet you find sheltered coves galore. There's charming little Quissett Harbor. There's the almost landlocked boat basin of Woods Hole; and similarly Falmouth Harbor. There are plenty of others. A certain number of boats ride it out in wet storage all winter, despite periodic visitations of ice reaching from shore to shore.

Local stay-out advocates say that being frozen into a sheet of still salt water ice can't do a boat any special harm. Note the qualification; *still*. And, also, *salt* water. Syd Peck says that he can remember ice more than two feet thick in the boat basin, with boats sitting out there not seeming to

The cover and its supporting framework are well made but the blocking and shoring of this boat leave much to be desired



This schooner, all "sewed up for the winter," is riding it out in the shelter of the boat basin

mind. According to Syd, it's the fresh water ice getting mixed in with the salt that's bad. There will come rain or a heavy snowfall, followed by a thaw and then a freeze, and you've got a superimposed layer of fresh water ice. Salt water ice is weak and soft, possesses a natural elasticity. Fresh water ice is heavy, compact and strong. Get enough rain ice pressing against a boat and you don't waste any time running for an axe.

In general, salt ice or even salt in combination with fresh, is considered relatively harmless to a boat of any strength, though steps are usually taken to reduce the chances of injury. It's not the still ice but rather ice in movement — or a boat in movement against it — that raises the dickens. Curiously enough, what would appear to be the most innocuous type of ice will in reality often inflict the most severe damage, the thin skim ice.

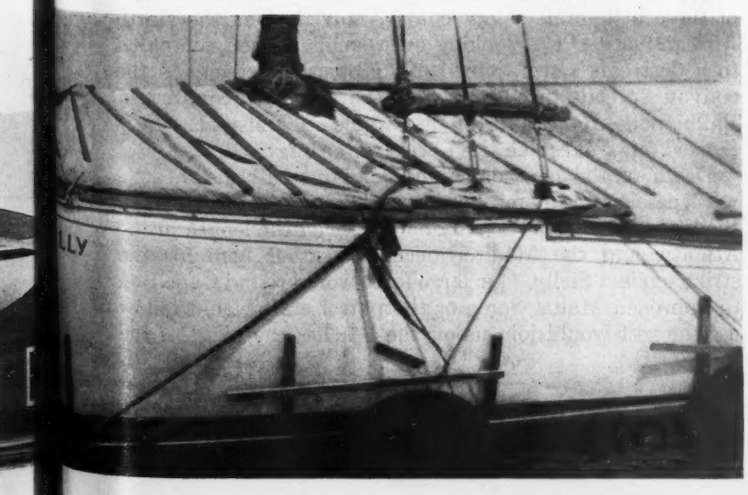
Ned Gifford tells me he once deliberately altered his course to head into a big sheet of this. He had the bright idea that it would be a fine way to clean some grass off the boat's bottom. Before he got through, he considered himself lucky that the bottom itself hadn't dropped off. That innocent looking skim ice can cut into planking like a razor-edged knife.

Thus, in the choice of a winter mooring, ice in movement is more to be avoided than the possibility of being frozen in. Of course, it would be preferable not to be frozen in at all, but you might pick a mooring spot where the current or tide indicates freedom from freezes. But have you any assurance these currents or tides won't escort some fast moving ice right to you?

Last winter, in some of the Cape Cod inlets, you'd have been out of luck. Take the harbor of Woods Hole, for example; it's nice sheltered water, with not a chance of a freeze-up due to the strength of the tide. But, for weeks on end, this harbor was filled with ice floes suggesting the Arctic. Owners who knew their stuff had chosen to take a tight freeze up in the feeble current of the small boat basin known as the Eel Pond. Their boats came off fine but the boats out in the harbor, caught in the ice floes, took a licking.

Maybe being frozen in tight doesn't do a boat any serious harm but it doesn't do her much good. Complaints have been heard of cotton plucked from the seams when the clinging ice lets go during a thaw. For this reason (and others), efforts are generally made to chop out a boat to give her free play in a berth afloat. Such a proceeding is usually practical in dealing with slow forming salt water ice. But, on a northern fresh water lake where you get a freeze of six inches in the course of a night, it takes a lot of chopping to keep up with the freezing.

The slow-forming salt water ice of the Cape might have certain drawbacks in that you may fret for days on how to get out to the boat. But not always. Sometimes a flat bottom skiff can be shoved across touch-and-go ice. If you suddenly step through, you hop aboard even more hurriedly. Then, in some cases, channels are kept open by a skiff right from the start. In this respect, the slow formation of the ice proves a distinct advantage. But it entails a lot of work.



Careful boatmen take steps in advance to guard against possible injury by ice. They string buffers of various sorts over the sides, reaching down to about a foot below the water line. In some cases, battens are nailed to the hull all the way around the water line. Pretty much anything you can lay hands on serves well enough as a buffer, with odd pieces of planking and discarded tires considerably in evidence. The purpose of these is not so much to discourage ice from freezing right to the sides of the boat as to minimize chafing when either the ice or the boat moves.

Cover is naturally essential for the water berthed boat as well as for one stored ashore in the open. Paint and varnish are pretty certain to break down if they aren't properly covered. Last winter certainly played hob with the only water berthed boat under my immediate observation. Left uncovered, by the time spring arrived, she had to be stripped down to the wood and completely refinished.

Adequate cover for a boat stored afloat is probably even more essential than for one ashore. The craft out on the water is generally the more exposed with special emphasis upon the sun. Then, too, you can't knock a plug out of the bottom to let rain and sleet drain off, a simple procedure that has proved the saving of many an uncovered boat stored ashore. Any fresh water that forms puddles in the bilge of a boat stored afloat is bound to stay there. It will also freeze tight and may do things to your planking and fastenings.

Afloat or ashore, the favorite type of cover seems to be canvas mounted on a framework of two by four main pieces and supports of one by two stripping. If you aren't so equipped already and would like to know where to get some canvas for this coming winter, I must pass the buck. What's left? There seems to be quite a lot of old lumber still kicking around; and, after all, the most satisfactory and, in the end, the cheapest roof of the lot is tongue and groove planking.

Then there's tar paper. A boat afloat might be said to enjoy certain advantages in the use of this material since she's beyond the reach of small boys heaving rocks.

Yet, in this matter of cover, one sometimes wonders if a little too much accent hasn't been placed upon the damaging effects of ice and rain and not quite enough upon sun. I recently asked a number of Cape Cod boatmen to name the one factor most to be avoided in storing a boat. They had a fairly wide selection to choose from, ranging from frozen ground to bilge full of rain and sleet. They answered, almost without exception: "Keep her out of the sun."

(Continued on page 62)

Chafing gear to protect the boat when the ice is running may be made of wooden battens and old tires

U. S. Coast Guard photo

Gunners on a transport tensely study the lowering sky as the invasion fleet nears Sicily

THESE LITTLE BOATS WENT TO WAR

What Small Craft Did in the Sicilian Landing

By EARL BURTON

Lt. (j.g.) USNR

D–DAY was one hour old. It was one o'clock in the morning, July 10th, invasion day for Sicily. The black water off the island's sandy beaches floated hundreds of silent, waiting ships, ready for H-Hour. A small craft had been slung over the side of one transport, the foot of a landing net dangling in her bottom. One by one, silent figures climbed down the net and took their places in the boat. At a signal from the officer, the boat shoved off. Her destination was Point Zafaglione, four and a half dark miles away from the transport. The success of the assault boats which would follow in an hour and a half depended upon the skillful navigation and seamanship of the crew in this little craft.

This was the first boat in, carrying Ensign Robert Halperin and his scout crew. Their navigation had to be absolutely accurate. Their mission was to guide the landing troops to a certain section of the beach northwest of Point Zafaglione. The point was located with comparative ease, even in the darkness. The next step would be more difficult. Turning in a northwesterly direction along the shore line, Halperin computed his run by propeller revolutions and a stop watch. For nineteen minutes he ran by the watch. This, he decided, would place him in the desired position, 800 yards offshore, where he could direct the assault troops toward the exact section of the beach previously designated.

In the meantime, H-Hour had been delayed. For an hour and ten minutes, the scout boat waited, in constant danger of enemy detection. At 3:45, the destroyers and cruisers opened fire, shelling the beaches in advance of where the troops would land. The first wave of landing craft shot by, emptied their loads of soldiers. Another wave came; then a continuous stream of square bowed, flat bottomed craft dumping invasion-trained Americans on the beaches. The scout boat remained in her position until dawn, directing this war traffic.

As soon as sufficient daylight permitted, the scout party moved again, this time to make hydrographic soundings and a survey of the beaches, marking suitable locations for landing the LCI's and the LST's which would push into shore at daybreak.

Around six o'clock, the scout boat drew her first fire. One hit carried away the radio antenna and wounded the engineer. After taking the wounded man back to the transport, Halperin was ordered to return to the beach and supervise the landing of the first LCI. Following his directions, the LCI pushed her way to the beach and unloaded her 180 soldiers who stepped out on dry sand. With this, and other beach positions marked, the remaining personnel boats beached and unloaded troops. Sicily had been invaded.

This was the little boats' day of war. For weeks we had seen them dwarfed and shadowed by the big ships, the war ships, the transports. We first saw the assembled strength of these little craft as our convoy moved along the North African coast. PC's, looking even smaller when compared to a destroyer's size, joined our protective screen. As the convoy spread and we passed the headline country of Phillipeville, Bone, and the mountains of Tunisia, the PC's crossed our wakes like tired little water bugs.

Dawn of the next day lighted an incredible sight. We were passing the bomb-gutted harbor of Bizerte. Most of the little ships in the convoy had traveled the length of the Atlantic and the Mediterranean to gather here for the strike against Sicily. Our large force would round Cape Bon to approach Malta. Some of the patrol craft would follow us; the rest would join us off the beaches the night of the assault.

Official U. S. Navy photo

About to shove off. Troops scramble down the sides of a transport into a landing boat alongside

From Malta to Sicily, our little PC escort won the admiration of every officer, sailor and soldier who watched them. About two o'clock in the afternoon, a stiff wind came up. By five o'clock, a 32-knot wind was piling up great seas. An hour later, the wind had increased to 35 knots.

Although the storm had passed over by the time H-Hour arrived, the transports were lined with troops, watching, speculating on their chances of landing assault boats in such weather. The PC's were keeping pace. Sometimes you could barely see them as they went bow first into a sea, their sterns kicking for traction. With a change of course, they would roll at an impossible angle and come up for more. Even the transports were having a wet time of it. Water broke over the bows and as high as the navigating bridge.

They didn't know it, but every PC had a rooting gallery in the big ships. A soldier, who had been watching the small craft for some time, said to a gunner standing next to him: "I'd rather hit the beaches at Sicily tonight than be riding in one of those bucking boats."

That this was the little boats' day of war was pointedly clear by daylight, July 10th. The battle plan of the invasion had been drawn up as follows: Briefly, our task force, commanded by Rear Admiral Alan G. Kirk, was to land a division of soldiers on the southern coast of Sicily near the little fishing village of Scoglitti. The beach area assigned to this, and two other task forces with us, was approximately 37 miles in length. Troop landings would be assisted by control vessels and supported by the fire of destroyers and cruisers. To the east of us, the British and Canadian forces, under the command of General Montgomery, were assigned a similar beach section.

By daylight on the 10th, all transports had unloaded their shock troops and the assault boats had carried them into the beaches. But there were thousands of tons of precious supplies and cargo in those transports still to reach the shore. Although the transports had moved their anchorage nearer the beach, they were still a considerable distance out. There were no dock facilities ashore. There seldom are in an amphibious operation. A small boat shuttle system from transport to beach was the answer.

By dawn, the LCI's and LST's, which had been waiting at anchor, pushed ashore with their troops and supplies. The LCI craft, in particular, proved valuable in the Sicilian operation. For one thing, unlike the open assault boats, these ships can take their load of 180 to 250 men to the beaches without open exposure to enemy fire until they strike the shore. As soon as the LCI's unloaded, they were utilized in the shuttle system along with the LCT's, or "mechanized bed pans," as they're called, LCVP's and other small boats to shift cargo from transports to beaches.

Later, the LCI's were used to salvage some of the assault boats that were damaged on the beaches. Throughout this period, the small boats operated under the hazards of enemy bombing and sporadic shore fire.

"We started unloading about nine o'clock," said one captain. "Everything was smooth until we started backing off the beach. At that moment, a plane came out of the sun, headed for an LST that was beaching on our port side. He dropped his stick of bombs, missed, but they fell within 75 yards of us. We fired, but evidently with no effect. The plane continued flying until it was out of sight."

That night, however, the LCI gunners had better luck. About ten o'clock, the captain gave orders to let go the anchor. Twenty minutes later, general quarters sounded. In another fifteen minutes, the entire area was under a heavy bombing attack. "One bomber dove directly at our ship," the captain said, "then banked and veered off about 100 yards from us. All guns were firing. We saw the tracers go straight to their target. The plane burst into flames and crashed in the water about 200 yards away. The flames continued to burn on the water for almost an hour."

It was this same captain, who, after unloading troops from his LCI, found a note that had been left in the wardroom. It read:

"To officers and crew: Remembrance for a very enjoyable voyage. Best of luck.
The Army."

Attached to the note was $25.

"This money was a complete surprise to us and will be used in the crew's welfare and recreation fund," he said.

Most of the LCI's made unopposed landings but one captain, in the process of beaching his ship, was quite annoyed by a sniper. "He fired at us five times from a bombed building about 150 yards away," he said. "All bullets were high, however, and we returned his fire. Troops on the beach rounded him up and we unloaded half an hour later."

The same captain had another near miss the following evening. After shuttling cargo to the beaches all day, he pulled out to the anchorage around nine o'clock in the evening. Almost immediately after letting go the anchor, there was another air attack.

"One dive bomber who picked us for an easy target dropped his load. A bomb struck 30 yards off our port quarter. There was a tremendous jolt but no damage. Twice, triple flares were released directly overhead. The attack continued for two hours, with every gun in the area throwing up a steel carpet of A A fire."

As the transports were unloaded they were moved to a clear area. On the third night, the big ships left.

The shuttle work of the little boats continued, this time from a longer distance. PC's and SC's convoyed LST's to

An LST repels an attack by German Stukas during the invasion of Sicily. From a painting by Hunter Wood, CBM, USCGR

Official U. S. Navy photo

A flotilla of landing barges speed for the shore where a beachhead is being established

Gela. Another group of PC's escorted a convoy of LCI's, loaded with additional troops and supplies, from Africa to Sicily. For a day, the little boats had starred. They were indispensable, and a priority rating had been placed on the demands for their services. Their work quickly finished, they settled back into the less exciting but important routine job.

There are moments, however, other than invasion assignments. Take the skipper of one LCT, for example. He had been making shuttle trips between two north African ports. One day, about ten miles offshore, he was spotted by a JU-88. Before anyone could man the one gun aboard, the plane came in on its run, released the entire load of bombs and circled away. Every bomb was a clear miss. The pilot, evidently thinking the little craft was completely unarmed, came back on a strafing run. But this time the LCT's gun was ready. The JU-88 was shot down and the LCT skipper was recommended for the Navy Cross.

Sometimes an Atlantic crossing is not all dullness and routine. Last May, an LST left an East Coast harbor, loaded with a cargo of Army half-tracks. Just a short way out, engine trouble developed and the ship was towed into port. Again, in mid-Atlantic, the engines stopped. After a period of dead-engine waiting, a ship of another convoy passed her a towline. All the while the engineers had been working steadily to repair the damages. The trouble was finally diagnosed and the LST was once again under way on her own power. Six weeks from the time she left home she anchored in Africa.

Most LST trips are by no means this long. But the ships are capable of even longer voyages. They have refrigerating units for storing fresh meat, ample water tanks, comfortable quarters for officers and men. Water, of course, is rationed, as in most ships at sea where fresh water is precious. On an average Atlantic crossing, fresh water allowance in an LST is half a bucket night and morning with two additional buckets twice a week for laundry purposes.

One LST skipper celebrated his Atlantic crossing with a tremendous dinner party. "We traded the Army a bag of onions for some canned fruit, a sack of coffee for some olives and pickles," he said. With the barter system, he managed to round out a full menu. Not satisfied to have the food in fact, he wanted it in printed menus. An Army unit nearby which owned a mimeograph machine supplied the printed dinner menus.

"I gave orders to the galley that night to prepare triple rations. It was the only time I've ever seen a sailor begging another sailor to eat his chicken breast or an extra piece of pie."

Another LST captain, who had taken considerable part in the preparatory work for the invasion of Sicily, was sent to the sick bay shortly before D-Day. He requested permission to man his boat regardless of his condition. Considering his knowledge of the area and his previous work, this permission was granted. He went back to his ship, took her to Sicily and made three trips into the beach through water that required the most careful and accurate navigation.

With the emphasis this war has placed on amphibious operations and the Navy's corresponding training program in amphibious warfare, small boats are becoming increasingly important. They have in themselves contributed a term to Navy parlance that is daily becoming more familiar to young officers: "Let's get in 'small boats'."

A dominant percentage of officers manning these craft, from the LST's and LCI's on down, are men whose average age will run from 22 to 26 years. Some of them had never seen the sea before their training; some are duplicating their peacetime activity with small boats in pilot waters, now multiplied by war hazards. All are the product of strict training and selection after rigorous indoctrination.

The crews of small boats must have special training for amphibious warfare. There will be unusual navigational difficulties, plus such obstacles as enemy mine fields, underwater obstructions and gunfire. As one instructor said to his men: "Picture yourself in the Army's boots. They have to go through everything that we do in landing them — and their fight just begins when they hit the beach. They've got to have confidence in us to put them there."

How worthy small boat men are of this confidence can be exemplified in the Navy Cross citation, released last month by the Navy Department, of Lt.(j.g.) John J. Bell, USNR, for action in the North African campaign:

"As officer in charge of a scout boat during the assault on Safi, French Morocco, Lt. Bell skillfully maneuvered his boat from the transport area in complete darkness to a position near the main jetty of the harbor. Despite enemy fire, he maintained his station and continued to signal directions to the USS *Bernadou* and the USS *Cole*, guiding them to the harbor entrance and nearby beaches."

And the citation of Scout Halperin, who was also in North Africa:

"During complete darkness, Halperin skillfully and stealthily maneuvered his boat from the transport area seven miles off the coast to a position to locate and mark landing beaches on the hostile shore. He successfully landed an army scout party at the correct beach and then, at the risk of his life, maintained a position offshore and guided incoming waves of assault troops until all had landed. Thereafter he materially assisted the shore party in locating points of egress from the beach and connecting roads inland therefrom, and personally captured a hostile officer and non-commissioned officer.

(Continued on page 84)

U. S. Coast Guard photo

"Ducks" (amphibious trucks) and heavily manned landing barges rush supplies to the Sicilian shore for the advancing troops

WARTIME YACHTING IN NORTH AFRICA

All of the Difficulties Encountered Are Not Due to "C'est la Guerre"

By J. G. DETWILER
Lt. Col., GSC, U. S. Army

THE oft-expressed statement that the real yachtsman is a hardy perennial who somehow manages to blossom come high water, rationing, or war, began to take on added significance here in North Africa as the military campaign shifted northward to Sicily and other "soft spots." As April came, it was noticed that many of our English cousins, as well as American boat-lovers, were looking over the anchorages which overflowed with every type of sailing craft: dinghies, Stars, Six-Metres, and even a renegade Bristol pilot boat which would require a considerable crew to operate. These boats were all laid up in wet storage, as the French populace has not been permitted to sail its boats since the fall of France in 1940. The German-Italian Armistice Commission took no chances on smuggling or blockade running. At the time this narrative begins, April, 1943, the French owners were being mobilized into the renascent French Army, which made it appear that charters would be a simple matter.

The plan of attack was to visit the three yacht clubs in the harbor and have the stewards display their available wares. In making this tour, we were surprised to find that many French owners had anticipated that the Allies would be allowed to use the boats, and had already agreed with the stewards to make all arrangements, or so we were led to believe in conversation (strictly in French). It all seemed too easy. We looked at Stars, Internationals, Six-Metres, handsome 40-foot auxiliaries, fishing schooners and sardiners. Quite an unusual experience in the midst of an active campaign but one which gave us a great amount of mental relaxation and kept us on the *qui vive* during the working day.

The next thing that we discovered in our conversation with the local yacht club functionaries was that the wind in summer came up about noon GMT and died about seven in the evening. This was an important morsel of information, since our free time would be limited to afternoons and long evenings, with emphasis on the latter since local time was two hours ahead of GMT (called double daylight saving time). This seemed to make an auxiliary almost mandatory, coupled with the fact that we wanted to try blue and bonita fishing on the bay.

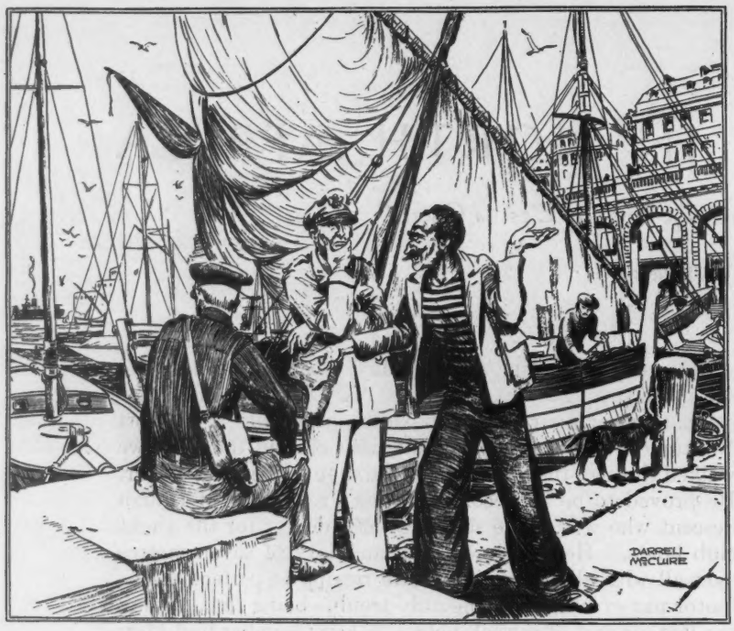
We put this idea across to our friends, the stewards, and thus came upon our first snag, as the British say. Many a shrug of the shoulder and mysterious glance greeted our requests; besides, we discovered later, the interest being shown by the American and British Army and Navy officers gave rise to the fond hope that steward and owner were suddenly going to make a heap of francs by careful dealing. Now, if the American officer wants a 30-foot auxiliary sloop or cutter, the owner will be difficult to locate; if he is located, he will not want to charter; if he is convinced by the steward that he should charter, there is no paint, rope or cable for fitting out, etc., etc. Obviously, this is a most difficult deal for the steward to put over for you, his close friend. Somewhat discouraged by this turn of events, we walked along the waterfront one evening early in May, when we happened to see a sign stating about as follows: "A. Di Maccio, Ebéniste et charpentier pour la 'Sport Nautique.'" Since "la Sport Nautique" was the second best yacht club in the port, we walked through the open door of the shop to meet the owner. He proved to be an accommodating Frenchman of Italian descent who was, as he said, "Official doctor for the yacht club boats." He said he had an auxiliary of seven metres over all with all canvas intact, all rigging in perfect shape, motor par excellence — the only trouble being that, during the last air raid of a week before, a Jerry bomber had been shot down into the harbor and one wing tip had knocked a hole into this beautiful hull. Our hearts fell but in rapid French Monsieur Di Maccio assured us that all was not lost. He would show us the boat.

We walked out onto the short quay facing his shop and saw a husky hull sitting on blocks atop the concrete road on the quay. In need of paint and considerable cleaning up, she showed plainly the effects of the blow by the Nazi aircraft. Amidships, starboard decking was shattered, and the sheer clamp missing for a distance of about two feet fore and aft. Two frames were shattered, and the hull planking was sprung and open. M. Di Maccio, however, said he could repair the damage and have the boat in commission in three weeks' time without fail, if she suited us. As this was the first week in May, it seemed that the first of June would be a good launching date. We agreed to look over the hull and make our decision then and there.

We found a stout, Brittany-built hull with oak keel and frames and Norway pine planking, all husky and with shallow enough draft to be used for swimming close to the sandy beaches which are common here. The keel held about a ton of iron and we found the shelter cabin would comfortably accommodate two for overnight, with a large cockpit which could be used to sleep two more if we were able to arrange an overnight trip. The small French one-cylinder engine was not in place, but would occupy a small box on the cockpit floor. "Yes, yes, it was in good condition," said Di Maccio, "ready to turn over *now*."

The rig was modern Marconi main with roller-reefing gear and loose-footed jib and staysail (not used). Mast and rigging looked stout, and apparently only a turnbuckle or two were missing. In spite of dirt and holes in the topsides, we judged her to be exceptionally stout, slightly short-rigged, stable and, with the motor, just what we needed. After much questioning about availability of wood, paint, fastenings and related repair materials, we agreed with M. Di Maccio to rent the boat for 2000 francs per month ($40 U.S.A.), for

"Yves IV," in need of paint and considerable cleaning up, sat on blocks on the quay where she had been damaged by collision with a falling Nazi aircraft shot down a week before



"Obviously, this is a most difficult deal for the steward to put over for you, his close friend"

delivery ready to sail in three weeks' time, namely, June 1st. It was all that easily done. We then discovered that our carpenter did not own *Yves IV*, which was her name, but that his friend, an engineer at the port, owned her and had commissioned Di Maccio to rent her. At the time, this sounded O.K. and we left the quay rejoicing at our luck.

Then began a series of daily trips to the quay on which *Yves IV* was being repaired. We discovered — and not to our surprise — that boat yards here in Africa suffer from the same spring diseases which afflict the American variety: too much work to be done all at once; not enough hours in the day; not enough days between start of work and promised date. Each day the war put some brake on our operations, as our carpenter would get a lifeboat from a man-o'-war for overhaul, or would have to build a new table in the Admiral's dining room, etc., etc. We had included these possible delays in our original assessment of the actual delivery date but had not counted on the speed at which the French workmen progressed when actually working on *Yves IV*. The painter, for example, was most often visible seated on the quay in the shade of the hull, smoking the American cigarettes with which we bribed him to do more and faster painting. Also, every workman here has of necessity an assistant, who is generally a small Arab boy. This assistant helped with the smoking and sitting around, and seemed to be fetching and carrying a small ladder (used to gain access to the cockpit) most of the working day. The small boy was the object of much loud yelling and gesturing during the time of our daily visits. He it was who was slowing down the painting because he didn't know how to be a good assistant. His *father* was really the painter's assistant, but now was mobilized, and this ignorant youngster was really no help at all. The most voluble explanations on lack of progress centered around the small, brown, barefoot boy. Day after day through the middle weeks of May we became accustomed to startling the painter from his comfortable shady seat under the after overhang, as we visited the scene at odd hours during the day. The battle cry for finishing the painting became "Demain" (tomorrow). To understand fully how this job was being done, the painter was working on the undamaged port side of the boat while Di Maccio and his assistant were repairing the hole caused by the falling Nazi aircraft on the starboard side. Inevitably, the painter came to the point where he could not put on another brush stroke because the carpenters were holding him up.

The small boy was declared to be responsible for slowing down the painting because he didn't know how to be a good assistant

In fairness to our new found friend Di Maccio, it must be stated that he spliced the sheer clamp and put in the two new frames in record time. He replanked and redecked in quick order, but then the real trouble came in getting canvas to cover the deck.

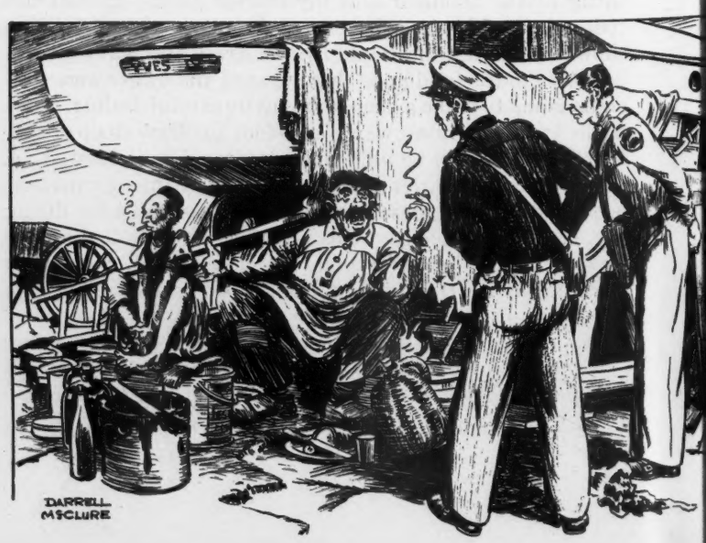
It was during this prolonged interruption that the painter made most severe complaints. However, as there was no canvas to be had in North Africa except on the "black market" (and that not very good) we contrived to use the Wamsutta sheets which I had been using on my bed and turn them into deck covering. After measuring and figuring in square metres, we converted our calculations into square feet and then into sheets. Three seemed just right: one would make the forward deck covering; one, split in two lengthwise, would make the side decks; one would make the afterdeck. This consumed several days but finally we were able to get the deck covered and painted and the starboard side of the hull painted. Then came the inside painting (between smokes and vin rouge) which took fully a week for a two-day job.

This takes us up to June 1st, the promised date, with no bottom paint on as yet. At this juncture came a real blow to our plans. The rudder was removed for check up and we were informed that a new rudder stock was necessary, inasmuch as the dreaded marine borers had eaten through the original. We were shown the cross section after it was cut in two, and three years in the Mediterranean salt water without benefit of copper paint had taken its toll. Part of the rudder itself nearest the stock was eaten out, so we patiently watched the carpenter's assistant fashion a new rudder stock and rudder section from an oak log. It was a masterly piece of craftsmanship, and took only one week from tiller to gudgeon pin! As a work of art, it would have won a blue ribbon anywhere.

Now we took time out on our daily trips to the "ebéniste" to look over the mast. Preliminary examination showed that the top was split to below the peak halliard sheave so the mast was removed from the clubhouse roof and placed on a couple of sawhorses right out in the street in front of Di Maccio's shop. Two more days produced a new top for the mast, with splendid joinerwork (done by hand).

In the course of this work, we discovered that M. Di Maccio was an accomplished concertina player and, during quiet afternoons, used to entertain one and all with Italian and French operatic arias, the audience including, of course, all the workmen, painters, etc., who supposedly were speeding *Yves IV* to completion. This was entertaining, and there was nothing we could do but join in the singing. Always, when pressed about the lateness of the boating season, the answer from Di Maccio was: "Patience, demain!"

(Continued on page 66)



THERE IS NO SUCH THING AS DRY ROT!

Wood That Is Kept Really Dry Will Never Decay

By W. H. de FONTAINE

ACCORDING to no less an authority than the U. S. Department of Agriculture's Forest Products Laboratory, there is, believe it or not, "no such thing as dry rot." Most of us have had some experience with the phenomenon (some of it rather costly) but, according to Pathologist in Charge, C. Audrey Richards, a more descriptive term would be "brown, crumbly rot" since no rot is ever truly "dry."

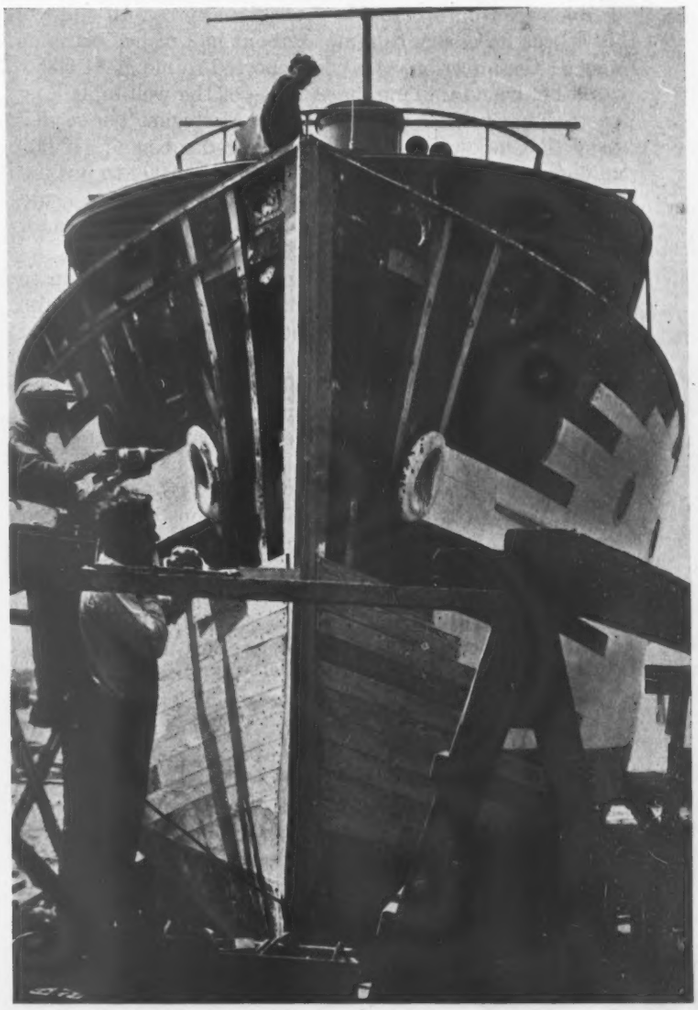
Since the earliest days of boatbuilding, this disease has been an ever-present threat but, until recent years, little scientific effort has been made to combat it. R. B. Albion, in his book *Forests and Sea Power*, makes a good argument for the case that the presence of rot in the vessels of the British and French navies, in the days of wooden ships, had a decisive effect upon the history of the world. Available at the British Admiralty are the service records of ships from the days of Lord Nelson and earlier, and they make absorbing reading to the man interested in the effects of decay in ships.

In the war periods, when the naval force was expanded rapidly, it was not always possible to obtain sufficient well seasoned wood to meet the demand, with the result that some of Nelson's dispatches give graphic accounts of the impossibility of blockading the ports of the Continent effectively with ships that were so rotten they were unable to weather the storms for which those waters are famous. Reports from Admiral Collingwood to the Admiralty tell of the deplorable condition of his flagship, which for months had been keeping the sea "with nothing but a copper sheet between us and eternity." Professor Albion describes the influence that rot had upon the British fleet in the American Revolution and concludes that we are indebted to this disease, at least in part, for our independence. This opens up a line of speculation as to whether we should do anything about it at all since, after all, it may be a blessing in disguise.

The Admiralty used the term "duration" to describe the period during which a vessel's necessary repairs equalled the cost of her original construction. These repairs included many items besides rot — the effects of marine borers, for instance — and the records show that from ten to twenty years was the normal life expectancy for wooden ships. The ship was not necessarily withdrawn from service after this time; her repairs had simply equalled her original cost. Of these records, perhaps the most glaring example is that of the 110-gun ship of the line *Queen Charlotte*. She was building for an extended period and her structure had so far decayed by the time she was completed that necessary repairs more than equalled her original construction cost. Then there is the historic case of the loss of the *Royal George*, about which Cowper wrote a poem. It seems that, in the latter part of the 18th century, in accordance with the custom of the time, she was "hove down" for cleaning and repair and, according to the record, her crew remained aboard during the process — which must have been an uncomfortable experience as her decks were doubtless at an angle of 45° or 50°. Her old hull was in such an advanced state of decay that she broke up and sank with almost all hands. It caused something of a scandal at the time and the Admiralty decided to leave her where she sank. There are, on the other hand, records of such ships as the *Royal William* of the British Navy and the old American Coast Guard Cutter *Bear*, which required little repair, even after many years of service.

Of more direct interest to the present-day yachtsman is the experience of his compatriots in recent years. I have been interested in this subject for a number of years and have taken advantage of every opportunity to question owners, naval architects and builders regarding their experiences with so-called "dry rot." In addition, and perhaps the cause of my original interest, I have had some rather unfortunate experiences of my own.

A number of years ago, I owned a lovely little cutter; she had bright pine decks, oak king plank and covering boards, and Philippine mahogany trim around the cabin house. The beams and carlines upon which the cabin was built were of fir and the cabin sides were white pine. When I bought her, she was only two years old and had received the best of care from her owner, yet I found evidences of rot in her pine deck the first season I owned her. Later, the oak king plank rotted rather badly in way of the mast. I replaced the oak with yellow pine and took out the rot in the deck, replanking with well seasoned white pine and painted the deck as a protective measure. This repair work was still in good shape when I sold the boat several seasons later. In the deck beam at the forward end of the cabin, I uncovered an advanced case of rot. It was first evidenced by the fact that the mahogany



The devastating effect of rot on a large power yacht

The stern is a likely spot for rot to attack

facing piece at the lower edge of the trunk, inside, commenced to turn dark. When this piece was removed, the beam behind it was found to be quite badly rotted. Investigation disclosed that there had been a seepage of rain water into the joint between the ends of the deck planks and the sill. The infected part was chiseled out and the whole surface was treated with linseed oil, while the leaking joint was securely recaulked. The mahogany trim was replaced and no further trouble occurred at this point. Careful inspection from time to time failed to reveal any signs of rot in either the frames, stem or deadwood, which were of white oak, and her white cedar planking never showed any signs of rot. There is no doubt in my mind that these examples of rot were caused by the seepage of rain water into a confined space where air did not circulate freely.

I can cite many other cases which have come to my notice; for example, that of a friend who was obliged to replace the sternpost of his motor-sailer after only four years. She had been designed by one of our best architects, built at a good yard of first class materials, and always received the best possible care from a capable professional crew. In spite of this, it was necessary to remove about half of her planking to get at the infection, at a cost reported to me as $1,500.

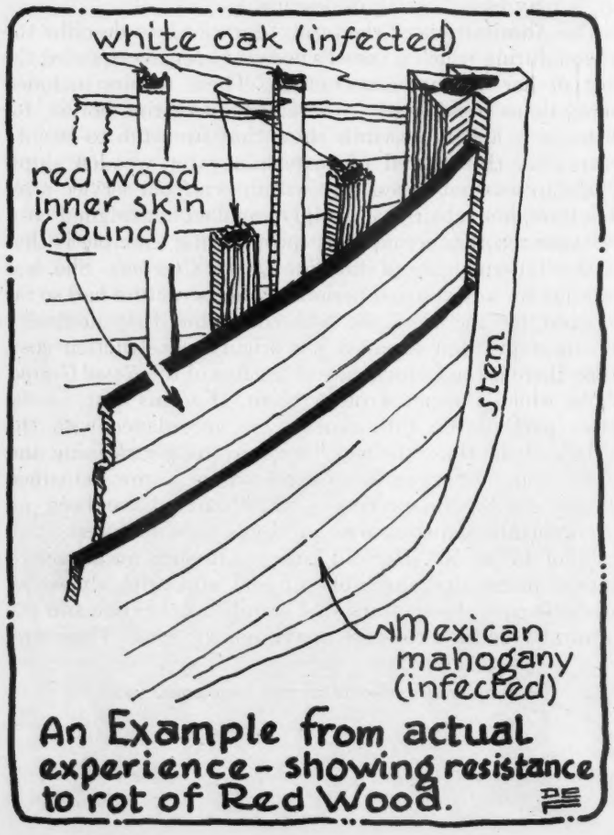
Another friend told me the sad case of the well-built East Coast schooner which he took to Lake Michigan. The second season that he owned her, he was obliged to spend $10,000 removing rot and, the third season, another $900 to put her in first class condition. There are many more cases I could cite but these examples are sufficient to illustrate the serious nature of the disease.

In an investigation of this nature, it is always a help to obtain the opinions of those who have had many years' experience with the subject in question. Upon the advice of a well known naval architect, I therefore sought out Joe Harvey, at Jacob's Yard, City Island. Mr. Harvey has had forty years' experience in building and repairing wooden yachts and small naval vessels. He has repaired yachts from the finest builders in this country and has had an intimate acquaintance with rot and decay. He expressed it as his opinion that: "Rot is no respecter of persons," having seen examples of it in yachts from many of the most famous yards. All the care in the world in selecting the lumber for the job, in construction and in maintenance will not guarantee freedom from this disease. Mr. Harvey believes that most rot is caused by failure to keep out moisture and by insufficient ventilation, though some is undoubtedly traceable to infection transmitted from other affected timber, either through contact or by spores carried in the air, much as certain disease germs attack human beings.

In the good old days, when long leaf yellow pine, white cedar, Oregon pine or mahogany were mostly used for planking of American yachts, little trouble with rot in planks was experienced. And, more recently, the use of Philippine mahogany — now, alas, unobtainable — has proven quite satisfactory. Teak, of course, has always been the yacht planking par excellence, although Mr. Harvey says that he has seen cases where it had been infected by contact with diseased wood. He thinks well of Port Orford cedar for planking and decking but is not enthusiastic about fir, which is now frequently used in place of Oregon pine. In his forty years' experience, there is only one wood that he has seen that gave satisfactory evidence of being really impervious to rot and that was California redwood. As an example of the remarkable resistance of this species to the ravages of rot, he cited the case of a large Diesel yacht, built in one of our well known yards, of the finest materials. This yacht's stem, keel, frames, etc., were of the best white oak; she was double planked, the outer skin being of selected Mexican mahogany and the inner skin of California redwood. The inner side of her rail, which was waist high, was faced with varnished teak. When this yacht was turned over to him for repair, he found that her stem, frames, mahogany planking and teak facing were all infected — the oak badly — but the redwood was as good as the day she first left her builder's yard. This is a remarkable demonstration of the ability of this species to resist the ravages of rot.

The large number of wooden vessels built and building for the Army, Navy and Coast Guard has impelled the government to look seriously into the question of the effects of rot upon its investment, and to try to discover means of either preventing or minimizing its destructive attacks. Fortunately, our government had at its disposal the services of a group of wood experts, whose experience over many years well qualified them to undertake such an investigation. These individuals constitute the personnel of the Forest Products Laboratory, whose headquarters is in Madison, Wisconsin. C. Audrey Richards is Pathologist in Charge and much of the field work has been done by Carl Hartley and Curtis May, who have turned out a most interesting monograph, entitled *Decay of Wood in Boats*. The following are quotations from this work:

"Decay is caused by fungi, plant growths entirely distinct from marine borers (shipworms). Fungi need moisture; wood that is continuously dry never rots. On the other hand, fungi need some air; wood completely waterlogged cannot decay."


white oak (infected)
red wood inner skin (sound)
stem
Mexican mahogany (infected)
An Example from actual experience - showing resistance to rot of Red Wood.

"The parts of ships most subject to decay are the stems and transoms; also the waterways and the frame heads, beam ends, and bulwark stanchion ends that come together below them. Faying surfaces are more liable to decay than exposed surfaces. In salt water, the members above the water line are more liable to decay than those below. Keels and other members below bilge water level are rarely decayed in boats *continuously in service.*" (Italics mine.)

"Poor materials, warm climate, fresh water, leaks and dead air spaces are the factors responsible for most decay."

"The principal needs are to:

"1, Use heartwood of durable species at all critical points.

"2, Use wood that is reasonably seasoned and not infected before assembly.

"3, Keep water out, so far as practicable, especially fresh water.

"4, Provide and maintain ventilation in all parts of the hull; allow no dead air spaces.

"5, Where it is necessary to use sapwood and install tight ceiling, choose for critical parts of the hull species of wood that take preservative treatment readily; impregnate with a suitable preservative, either by pressure or by hot and cold bath. Where good material and ventilation are provided throughout, impregnation to prevent decay is not warranted in emergency construction, but more superficial preservative treatments should be useful. End grain joints, particularly, deserve treatment. Under special conditions, salt packing may be worth while."

The observations of Messrs. Hartley and May are based upon the inspection of more than a hundred boats of various sizes and ages, and upon interviews with individuals engaged in boatbuilding, or in allied lines. They report that the opinions expressed in interviews were largely in accordance with their personal observations.

The authors point out that not all disintegration in wood is caused by decay; for instance, wood long exposed to battery acids or their fumes; soft woods subject to alternate freezing and thawing while very wet; and timbers near boilers or other sources of high temperature, may show signs of deterioration. The spores produced by fungus-fruiting bodies are everywhere, and wood of proper moisture content and temperature is liable to become infected, unless it is naturally resistant or has been poisoned by a preservative. The best and cheapest way to prevent the attack of rot is to keep your wood dry! It has been found that for rapid decay the moisture content must be at least 35 per cent of the oven-dry wood, and decay will never occur in wood whose moisture content is less than 20 per cent.

Fungi thrive best in temperatures of from 75° to 85° Fahrenheit, although they can make trouble between temperatures of 40° to 100° F. Extreme cold will halt decay but it is likely to resume under warmer conditions. High temperatures, such as the wood is subject to in the process of kiln drying or steam bending, tend to kill the fungi but do not assure that the wood will not later be reinfected.

It has been found that the tendency to decay is more pronounced in boats in fresh water than in salt. Boats that are laid up for extended periods are likely to decay, due, no doubt, to the fact that fresh air is not circulated freely below decks during such a period. The Gloucester fishermen say that: "A year's lay-up is equal to five years of service." It is generally believed that boats in tropical service decay more rapidly than those in cooler climates except that there seems to be a tendency for small boats to rot in northern latitudes. The probable explanation is that boats of this type are generally hauled out for the winter months. Disintegration of copper or bronze fastenings, due to the near presence of iron, has been known to admit sufficient moisture into a plank or timber to set up a serious rot condition.

What to do about rot is a problem which affects the interests of most yachtsmen. Certain precautions can be taken which, with luck, should render your boat resistant, if not impervious, to the attacks of this devastating disease. Use only heartwood in the construction of a boat. *There is no species that has resistant sapwood!* Choose for your framing members (keel, stem, frames, etc.) only such woods as are known to be naturally resistant to the disease: white oak, teak, ironwood, greenheart, and some of the mahoganies. From personal experience, I cannot recommend fir, although it is frequently specified for certain structural members.

For planking, redwood, white cedar, Port Orford cedar, long leaf yellow pine (hard to get) and cypress are excellent. The woods more susceptible to decay include spruce, birch, poplar and some of the pines. Different parts of the same log will have different resistance characteristics. The center of the log, or pith, is distinctly more susceptible to rot than the heartwood and the sapwood should never be used. In drawing up specifications it is well to "exclude boxed hearts." "Comb grain" is more suitable for boatbuilding than "slash grain."

Fast growing woods tend to be weak as do also those which mature very slowly. It is desirable that the more dense "summer wood" makes up at least one-third of each annual ring in the tree or log. In the soft woods, such as Douglas fir or southern pine, it is desirable that there be not less than six annual rings to the inch, measured across the butt of the log; the more rings the better. From laboratory tests, it appears that Oregon white oak and chestnut white oak are more resistant to decay than true white oak, while oaks of the red, black or gray groups are less than half as long-lived. Rock elm has been known to give long service, even in fresh water, when used for frames.

The use of extremely dry wood is to be avoided. Lumber which has been properly kiln dried to a moisture content of about 16 per cent is best. It is not considered wise to fill checks with putty since this appears to encourage rot. Winter-cut timber is generally believed to be more rot resistant than that cut in the spring or summer, due, no doubt, to the fact that the sap is not running during the cold season and that timber cut at that time has an opportunity to season partially before the temperature rises sufficiently to favor decay. Some believe that timber from high altitudes is more rot resistant than that from lowlands — cypress, perhaps, excepted.

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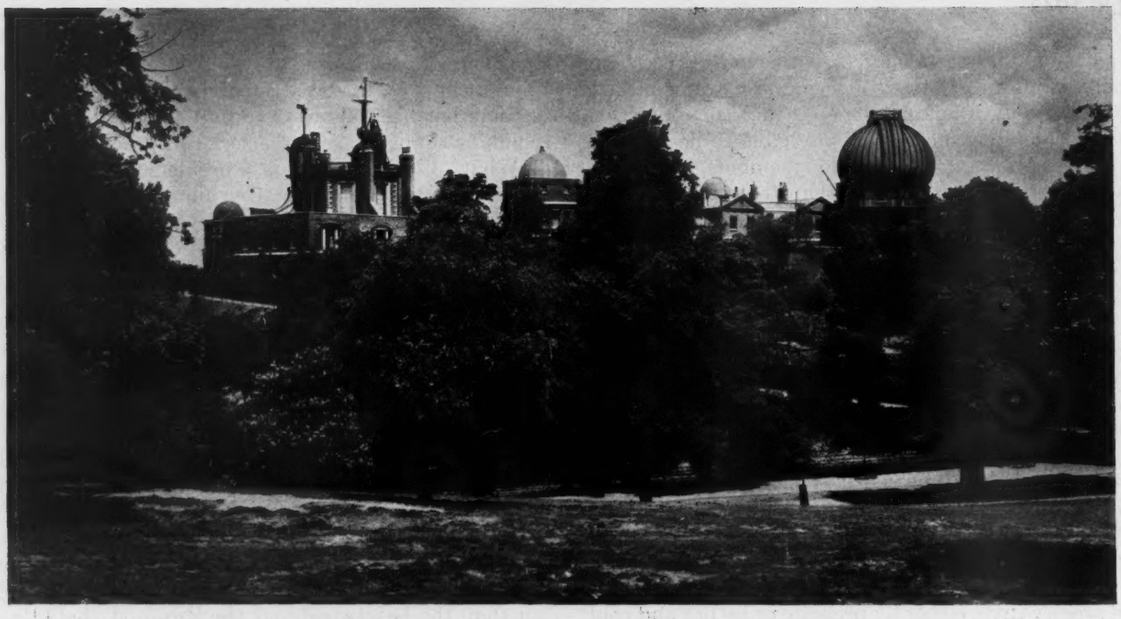
Extensive repairs to the bow of this sailing yacht were made necessary by the attack of rot. There may be more new wood inside since frames, beams, etc., were probably affected as well as planking and stem



The Observatory was built on land in the grounds of Greenwich Palace given by Charles II. The first station was erected in 1675

GREENWICH OBSERVATORY HAS HAD ITS DAY

By ARTHUR NETTLETON

Fellow of the Royal Geographical Society, London

SO FAMILIAR has Greenwich Mean Time become, and so important is the Greenwich astronomical work to navigation throughout the world, that any suggestion to close down this famous London center of stargazing science is rather akin to heresy. There is, indeed, not a little romance in the fact that vessels sailing lonely courses, in far distant oceans, rely for much of their safety upon research carried out by astronomers near the center of London. The provision of such help, however, was the primary purpose of this world famous observatory when the station was established more than 250 years ago; throughout the intervening decades, it has ranked as the chief job carried out there.

Though the British Admiralty's *Nautical Almanac* has not existed in its present form quite as long as the observatory itself, astronomical tables for navigators were compiled there in the early days of the institution. In modern times, every vessel flying the British flag, and many ships under foreign ensigns, has carried a copy of the *Almanac*. The astronomical tables published in that volume have been no small factor in enabling Britain to become a first class sea power and to retain that position. It is not too much to say, either, that in wartime Greenwich is a vital British weapon. During the prolonged Battle of the Atlantic, its nautical tables have enabled accurate courses to be charted and followed between the New World and Great Britain, along the routes most likely to outwit the Nazi U-boats.

There is something particularly startling, therefore, in the news that Greenwich Observatory has received its death warrant and that it will probably be soon superseded. Yet many experts do consider that this station has now had its useful span of life or, more strictly, that conditions have combined to reduce its effectiveness. In point of fact, steps have already been taken to replace Greenwich Observatory. The new scheme will not be put into effect until international conditions are better stabilized and the Astronomer Royal (Dr. H. Spencer Jones) states that no definite report about the choice of the site for a new station can yet be given though several localities have already been considered. The end of the present observatory awaits only the appropriate opportunity for establishing a new center. The existing station, which is run by the British Government, costs the British taxpayer approximately £20,000 a year to maintain and there is a growing weight of opinion that the activities could be carried out more satisfactorily and more economically elsewhere.

Pollution of the London air is the chief reason, and war conditions since 1939 have increased rather than reduced this handicap. In normal times, smoke pollution by the factories of Great Britain is subject to stringent regulations, designed to safeguard the nation's health. The early days of the Hitler War saw those regulations being relaxed. It was realized that a smoke haze would hide targets from enemy aircraft. Factories were, therefore, absolved from the penalties which were hitherto imposed upon them if too much smoke belched from their chimneys. Britain's cities and towns, including London, were given a useful smoke screen by this means.

The gain to safety, however, was a loss to Greenwich. It enhanced the handicap under which (both figuratively and literally) the station had been operating for several years. For, even in peacetime, smoke haze was causing increasing difficulties for the Greenwich astronomers. Though factory smoke was regulated, household smoke was not, and with the expansion of the London boroughs had come an ever-thickening smoke screen. It not only hindered astronomical observations but even adversely affected the delicate instruments. As the amount of smoke in the London air has increased, so has the repolishing and renewing of expensive lenses and mirrors more often become necessary. The bearings of finely balanced instruments have had to be replaced more frequently, too.

(Continued on page 60)

AN AMATEUR TACKLES HOLLOW SPARS

The Process of Hollow Spar Making Described

By JOSEPH BERRERA

THE hull before my eyes filled the backyard of my home, finished in every detail and painted, the reward of years of dreaming and backbreaking toil. Making the spars proved a big undertaking in itself and I discovered that I had to go through an educational process, and crowd it in a short period. From the time man felled a tree, lopped off the branches, and stepped the trunk in his boat for a mast, to our modern, hollow spars is a long way. Of course, I relied on books and other sources of information to fill the gap but I found these sources widely scattered and inadequate. With this consideration in mind and with the further thought that future economic conditions may compel many a sailor to fall back on his own devices, I am writing this article.

The simplest hollow spar consists of four sides glued together in the form of an elongated box with both ends blocked. These blocks made the ends of the box and consist of wood cores of suitable length, depending on the size of the spar. Other sections of the spar are filled in with blocks, wherever there is danger of crushing — where eye splices or tangs are fastened, for instance.

Spars are tapered, which means that the sides of the box also must be tapered but you cannot just whittle down the upper part of the spar as you do a solid stick. Furthermore, the sides are rounded but should be of uniform thickness throughout. The cross section of a box spar generally takes the form of Fig. 1, a rectangle with rounded corners.

Sometimes it is advisable to increase the gluing surface without increasing the wall thickness. This is done by making a groove or slot on each gluing edge and inserting a feather or slip tongue the whole length of the spar. The result will be the same as in tongue and groove boards, both as to gluing surface and as a guide for holding the parts in place while the glue sets. The cross section of this method is shown in Fig. 2.

If the feather in the groove is ½″ by ½″, the gluing surface at each joint is increased by four ¼″ segments, or a total of one inch. An important "must" is to make sure that the grain of the wood in the feather does not run parallel to the shearing effect of the sides. It must run across, as shown by the shaded lines.

If you lay out the plans of the mast yourself, keep in mind, when planing down the top, not to penetrate the groove; this would defeat the strengthening purpose and mess up the job besides. If an architect draws the plans, just follow them without fear; he does your thinking for you.

Another device for increasing gluing surface and obtaining a guide is to rabbet the wide sides as shown in Fig. 3. Sometimes a simpler method is followed to attain the same ends by gluing in four square corner pieces as shown in Fig. 4. With this method, less work is involved and no machinery is required, but it takes a little more material and adds a little weight although it gives more leeway for rounding off the corners.

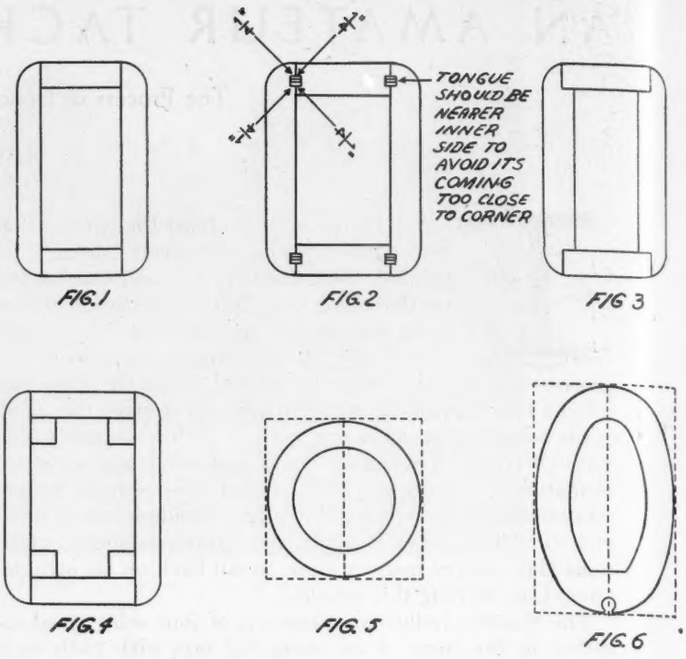
So far, we are dealing with general ideas. Now we will describe the structure of a round, hollow spar, tapered on all sides toward the truck. Here your problem is to allow enough material in the four sides so that when the mast has been cut to its final shape the remaining wall will be of uniform thickness throughout. See Fig. 5.

As in the box spar, the taper cannot be obtained by merely planing off the upper part. The sides must be tapered in advance. Actually, you would be building an elongated, truncated pyramid, then reducing it to a truncated cone. If a mast were built following these simplified explanations literally, the finished job would look more like a gigantic billiard cue than a mast, but masts do not taper their whole length. On masts for the gaff rig there is no taper from heel to gooseneck, and little if any from gooseneck to spreaders, because the thrust of the gaff and most of the support is concentrated at the lower shrouds. Let us say then, that the sides must be so shaped that the finished stick will take the form of a cylinder for two thirds of the length, surmounted by a truncated cone for the remaining third. Please bear up with these simplified analogies for a while. We shall come to plans, and templets and projections in short order.

Not all hollow spars are made up of four pieces; in small, round spars — gaffs, spinnaker booms, and masts for small craft — two scooped out halves are glued together. A further refinement is found on those masts where, instead of the track, a groove is used for holding the sail. The luff rope is

The yawl "Friendship," for which the spars described were made. She is 39′ in length over all and was designed by R. E. Winslow

Several different systems are used in making hollow spars. Sections of the various types and styles of construction



inserted in this groove, which must be large enough to avoid gripping. Some fellows, with a penchant for thoroughness, char the surface of the groove — char slightly, not burn — then sand and wax it. This treatment prevents swelling in damp or wet weather.

There are many methods and shapes in spar making, and it would be pointless to describe them all. I laid emphasis on the box type because it is the elementary step in making the spars I had in mind for my boat. From the different shapes here outlined, you may choose the one which best fits your needs.

To avoid misunderstanding and for the sake of historical accuracy, it is well to remark that the box spar is not the prototype of all other spars. According to Dixon Kemp, the first hollow spar appeared in England in 1852, and was built up in staves, like an elongated barrel. Although this type of spar is probably the most difficult to build, it has survived the early skepticism, and to this day it is widely used on large boats. Colonel Stevens' big sloop *Maria* had a "barrel boom" even earlier than this.

The second hollow spar, built by Michael Ratsey of London, was hollowed out by boring with huge augers working from both ends towards the center. This spar went over the side shortly after it was stepped in *Cambria*. Yet Mr. Ratsey built another spar identical to the broken one but reinforced with iron bands at the top, and stayed more securely with additional shrouds and preventers — the embryo idea of modern trellised rigging, which is the natural development following the adoption of hollow sticks.

Although *Cambria* crossed the Atlantic without trouble, few more spars were hollowed out by boring. Besides being laborious, the process is also wasteful because the wood taken out of the "bore" goes into chips and shavings. The simpler way of building the spar in two halves with the center scooped out is still followed for small booms and masts but, as soon as the size increases, it becomes advisable to build the spar with four sides to eliminate too much scooping and excessive waste.

Now let's roll up our sleeves and go to work on my spars. My boat is a Winslow yawl, 32′ o.a., Marconi rigged. The plans called for a mainmast 48′ o.a., 8″ maximum diameter; and a mizzen 27′ o.a., and 5″ maximum diameter, both round, solid, sticks. That's all the information I had, besides what I could glean from the sail plan. But I wanted hollow spars of Sitka spruce, pear shaped, with a straight edge on the track side.

I was not worried about the booms as I knew I could lick that job any time, but the mainmast was awe inspiring to me. The task was complicated by the fact that 48′ lengths were unobtainable and I had to splice the sides. I decided to make the mizzen first, to gain experience and confidence.

Showing the method of clamping the work together when gluing up. Pressure is applied on all four sides

For a spar with one straight edge, the procedure is as follows (see drawing No. 2). Draw line AB to a convenient scale, and from where the taper starts, to the truck, draw stations — twelve were used. The line AB is the line of reference.

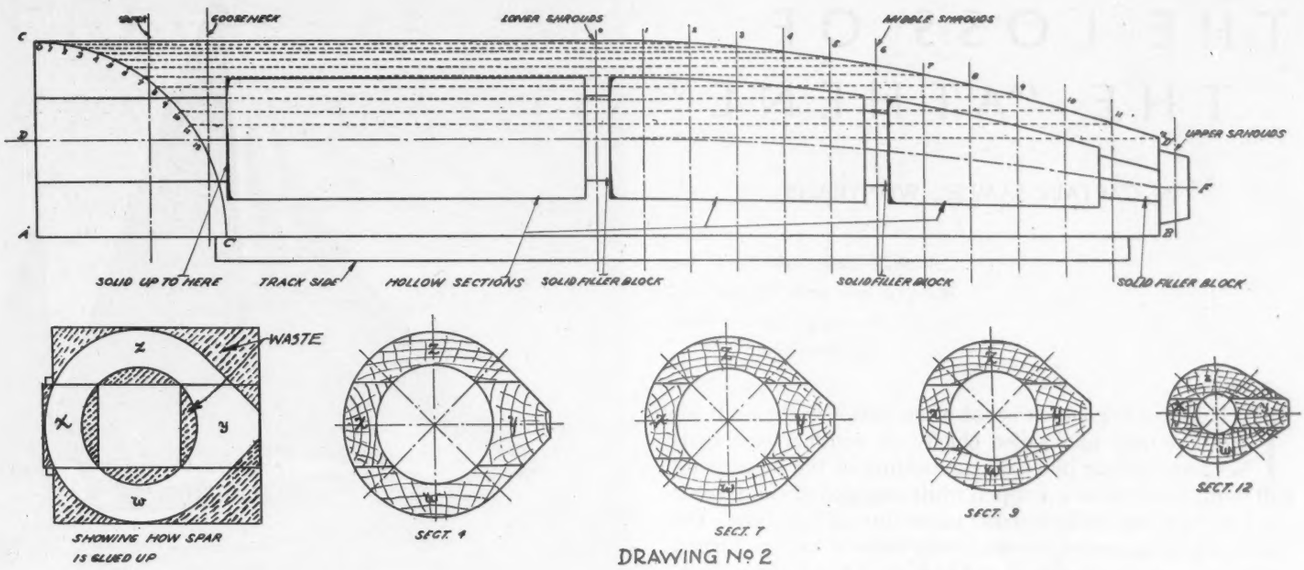
Lay off the major outer diameter AC to full scale, and also the minor outer diameter AD. Project AD on last station, which will give diameter D′B at the top. Divide the arc CC′ into equal parts (twelve in this example) and from these points draw lines parallel to the reference line. Connect the points of intersection at stations and the outer profile of the mast will be obtained. To obtain the inner contour at each station proceed as described.

There is one section I did not point out — the uniform 1″ thickness of the track side which is evident in the drawing. Uniform in thickness only, because the outline of this part changes at every station. I am going to point out one mistake I was about to make but checked myself in the nick of time. Once this point is understood, it will serve as a warning and the likelihood of making an error will be eliminated.

When calculating the sizes of lumber required for your mast, be sure to make the two side pieces (W-Z) come out flush with the after, or track, side; otherwise, owing to the taper of the parts X and Y, you will find that for some distance near the top of the spar there will be an unfilled L shaped groove on either side of the track. It may seem like a waste of lumber, but it is necessary. This is important and should not be overlooked.

John Martucci, the skipper of *Iris*, maintains that an amateur should build a scale model of the spar to familiarize himself with the layout and structural difficulties, and not rush in on a large scale enterprise with hazy notions and thus jeopardize a big investment in time, labor, and money. I advise allowing plenty of material so you can compensate for possible warping, often unavoidable in spite of all precautions.

From now on, building the spar is a matter of muscular exertion and manual dexterity. First, you must have a flat, level surface for laying down the pieces. I built one 50′ long,



DRAWING Nº 2

The layout of the mast with sections at different points. The after side is straight and all the taper is on the forward side. The upper plan shows how the taper of the forward side of the spar was laid out

of heavy boards, diagonally across my cellar. After I had cut the spar pieces, ready for gluing, I hollowed the inside by attaching a moulding cutter to my circular saw and giving each inner surface of the four pieces the proper curvature. From station 3 to the blocked part at the masthead (where it is tapered) I had to scoop it out by hand. First make a templet for each station, then scoop away. Remember that the pieces stay square on the outer surface until after gluing to facilitate the application of the clamps.

Now the four pieces were ready to be glued together. Since it was necessary to have pressure every six inches we decided to use $\frac{3}{8}''$ bolts. The photo shows clearly how the job was set up.

When the glue had set, we proceeded with drawknife and plane to shape it according to plan. First, for three quarters of the circumference, I made it octagonal on the section that was to be round, leaving the apex of the pear to be shaped according to pattern. The octagonal facets were subdivided again, and finally I rounded it off with a hollow plane, and faired with the section on which the track is mounted.

When I made the mizzen, I used rabbeted sides to increase the gluing surface. For the mainmast, I chose the simpler method of Fig. 1, because the rabbeting involved too much work and I had no help at the time. I do not recommend the rabbeting method to those who are not proficient with tools because, if the joint is not perfect, weakness, rather than strength, will result.

As I could not get 50′ lengths for the mainmast, I had to splice them, which means that each side was made up of two pieces joined together with splices 30″ long. A splice is made by cutting the parts to be joined wedge like, facing the two cut surfaces, and squeezing the parts together. The length of the splice should be from 6 to 8 times the thickness of the stock and it must be carefully fitted.

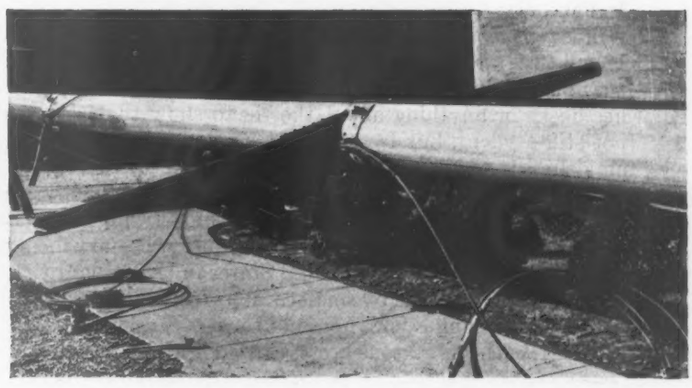
Care must be taken to have a good surface in the joint and plenty of pressure. We squeezed the pieces between two cellotex boards, pressed together by clamps two inches apart; fifteen clamps for each splice. The splices should be staggered so that they do not come at the same point. I spliced the sides 9′, 18′, 27′ and 36′ respectively from the step. A spliced mast is usually better than one made up of four whole lengths because it is difficult to find fifty-foot lengths clear of all defects.

I used Weldwood glue because it is stainless and waterproof. When gluing the spars, have plenty of help, so you can spread the glue quickly before it sets, and to set up on the clamps to equalize the pressure as rapidly as possible.

I bored the filler blocks for ventilation, and bored the center for a cable to the masthead to take an electric wind gauge.

Some may think that I gave too much girth to my spars and too much wall thickness. My boat's plans called for a solid stick but I built hollow spars to compensate for the extra weight of the teak deck I put on instead of pine. Hollow spars may be wrong for your boat, since some boats become too stiff when weight aloft is diminished. Even when changing from a stumpy gaff rig to a tall Marconi, consult an architect and remember that he cannot give you an immediate answer. He has to do some work first.

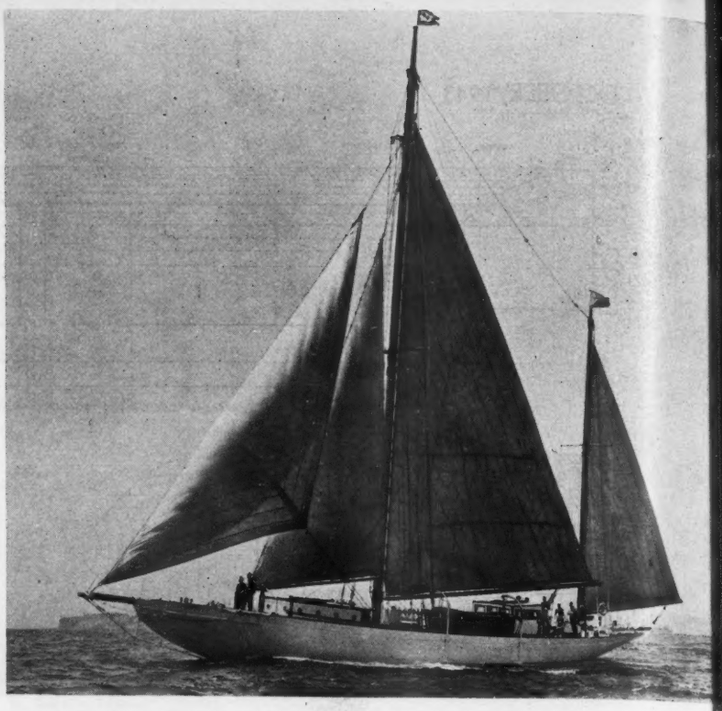
Well, if you are thinking of tall masts for your dream ship, I hope this little story will reassure you that they are within your reach even if conditions make it impossible for you to go to a shipyard. I further hope that you start planning now and perhaps build scale models of your spars as the skipper advises, so you will occupy your time, keeping cheerful and preparing for the morrow we long for — when American spars again will fly the bunting of friendliness and good will over all the seven seas.



Part of the finished mast, with the spreaders and the lower shrouds. The bands for the rigging were made of stainless steel, welded

THE LOSS OF THE "ATHENE"

By CAPTAIN SAMUEL WEINTRAUB



"Athene" under yawl rig in her last days as a yacht, before conversion to a cargo carrier. Manning Bros. photo

THE *Athene* is gone! It is not often that a yacht built for pleasure only and sailed chiefly on summer seas finds her final resting place on the bottom of the ocean, and still more rarely does it happen while engaged in the prosaic work of carrying badly needed cargo during war time. Yet that is what happened to one of the famous cutters turned out by that master designer and builder, "Nat" Herreshoff, nearly half a century ago. For the *Athene* was built at Bristol in 1899, and launched in the spring of that year for W. Otis Gray, of Marblehead.

She was a large cutter in a day of large yachts. Of composite construction, wood planking over steel frames, she was 102 feet over all, 70 feet on the water, 19 feet beam and drew 12½ feet of water.

Always a fast yacht, she stayed in Massachusetts waters until some fifteen years ago, when she was sold to the West Coast. While there, she was at one time named *Talayha* and sailed in the Honolulu Race of 1928 while owned by L. Lippman when she finished first but could not save her time on the smaller boats.

Apparently she had been sold back to eastern interests after the war brought a shortage of tonnage for small cargo freights and, when I first met her she was owned by A. A. Washton, of New London, and was in the West Indies trade. At that time, I was in Miami, anxious to secure a master's or chief mate's berth on any large or small vessel trading between West Indian ports (which I knew) and Florida, or southern U. S. ports. When the former master of the *Athene* was taken sick and had to go to the hospital, I was sent for and asked to take over the command until he should be able to return to his duties. I accepted and was told to go down to Pier I, where I would find the vessel.

At that time, I did not know what the *Athene* was so, when I reached the pier, I stopped to look her over before going aboard. The dock was alive with activity, there being at least a dozen vessels of all types loading and discharging cargo. There were schooners from Maine, yawls, motor vessels and other types, all engaged now in the cargo carrying business, as well as several converted yachts, engaged in the same trade, carrying cargo to and from Florida and West Indian ports.

The *Athene* was a beautiful ship, the finest of the lot, and I could see at once that she had been converted from an ocean sailing yacht to a cargo carrier. There was nothing on her decks or anything about the rig to show that she was not still a yacht, but I could see a single large cargo hatch amidships, and that told me the story of her present business. However, once you went aboard, you could readily see that she had one large hold, capable of carrying at least 1,000 cases of pineapples, which product was now being shipped from Cuba to the United States in large quantities, most of it being carried by small coasters from fifteen tons up to vessels carrying a few thousand tons.

The *Athene* was 82 tons gross, carried a Marconi yawl rig with a large amount of sail, and had a Gray Diesel motor of 165 hp. She was heavily planked and heavily constructed and I could see she was a real ocean-going vessel. I was told that she had sailed around the world on a 40,000-mile cruise a few years before. I could see that she had the finest equipment money could buy, and every sort of modern life-saving, fire, and safety equipment. There was not a single item worth having that she did not carry and I felt that here was a real ship. And she was, I soon found out, just that.

I went aboard and walked over to the crew. I soon discovered that none of them could speak a word of English except one, who identified himself as the cook. They were all Cubans except the cook, who was Mexican. Luckily, I could speak Spanish fairly well. Also luckily, the cook could speak fairly good English. I introduced myself as the new captain. They were all expecting a new master to come aboard as they had now been without a captain for over two days.

They received the news cheerfully and we soon got together. I told them what I expected of them and what they could expect from me. I was the only American citizen aboard and I soon discovered that my crew were excellent seamen, conscientious, strictly sober and really cared for their jobs. I have never had a finer lot or a more loyal crew under my command. A few days later, we sailed for Havana in ballast and returned to Miami with a cargo of pineapples. As the former captain was still sick, I stayed aboard in command.

Life aboard the *Athene* went along smoothly. I had made and completed five full round voyages between Miami and Havana. During these voyages, the prevailing winds were easterly and northeast, mostly in our favor, and we generally had favorable sailing weather. Our average running time to Havana was around 30 to 36 hours with our Diesel engine giving about three and one-half knots, and our average running time northbound, with favorable currents from the Gulf Stream, was from 22 to 26 hours; although on one particular northbound voyage, I sailed the distance of about 210 miles from Havana to Miami sea buoy in 19 hours flat. In fact, for about seven hours I had lowered the mainsail as she was coming north too fast and I didn't want to reach Miami sea buoy before daylight.

On our last voyage, once outside Morro Castle, we found a strong wind from the ENE quadrant and, setting everything that would draw, we let her go northward in the Gulf Stream. At times, she actually did twelve knots, and we expected to

(Continued on page 72)

OCTOBER, 1943

CHESAPEAKE BAY CRABBING SKIFFS

Part II — Some of the Larger Skiffs and Bateaux

By HOWARD I. CHAPELLE

WHEN commercial crabbing became an important source of income, the methods of catching crabs were greatly improved. The trot-line was the method most popular with the owners of the small and medium size skiffs. A trot-line was 30 to 200 fathoms of heavy net twine, with a buoy and anchor at each end. The bait was tied into the bight of the line at about fathom intervals, and then the gear was laid out somewhat in the manner a Gloucesterman lays out a trawl. The skiff was fitted with a small roller that was passed under the trot-line and then, under sail or sculls, the boat was moved from one end of the line to the other, the fisherman picking up the crabs with a dip net as they followed the bait to the surface. This method is now used on the motor launches used for crabbing.

Some of the small skiffs shown in the previous article (June, 1943) were used for trot-line fishing; the longer trot-lines were used on large boats. The skiffs used at Bishop's Head, after the Flatties went out of fashion, are good examples of both large and small line-skiffs. Fig. 1 shows a 17′ skiff built at Wingate about 1906 and used for crabbing at Taylor's Island. Boats of this model were favored for general waterfront work since they were weatherly and quite able for their size. There are two unusual features in this boat: the knightheads and miniature hawse holes are not typical of the type. In fact, these features are rarely found in any of the skiff type except in some of the older craft: even then, they are far from common. Except for these two features, however, the boat in Fig. 1 is a good example of a small trot-line skiff in her waters, and is a representative size.

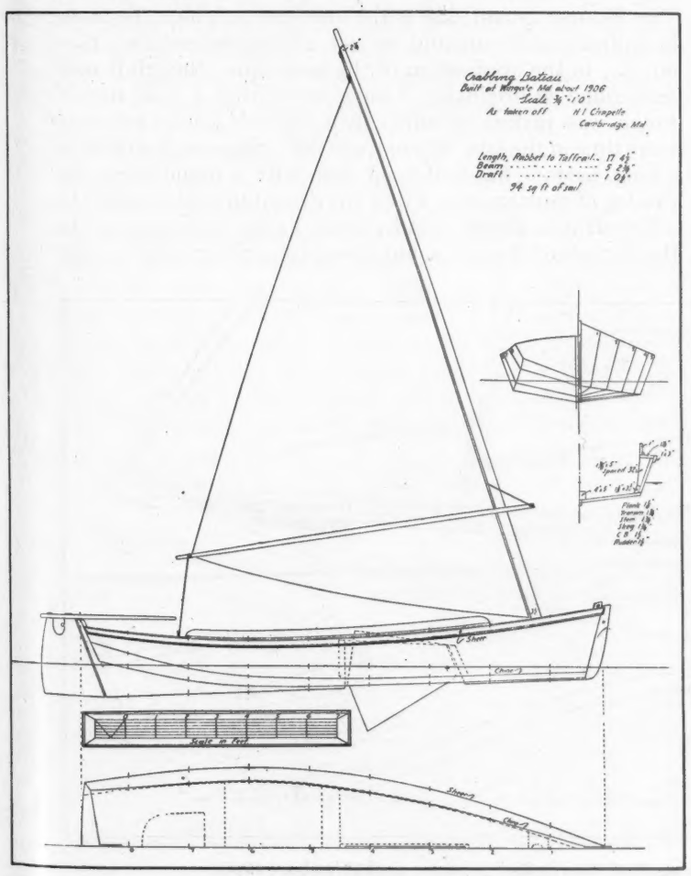

Crabbing Bateau
Built at Wingate Md about 1906
Scale ¾"=1'0"
As taken off H.I. Chapelle
Cambridge Md
Length, Rabbet to Taffrail.. 17 4½"
Beam ..... 7 2¾"
Draft ..... 1 0¾"
94 sq ft of sail

Fig. 1. A 17′ skiff from Wingate. Boats like her were favored since they were weatherly and quite able for their size

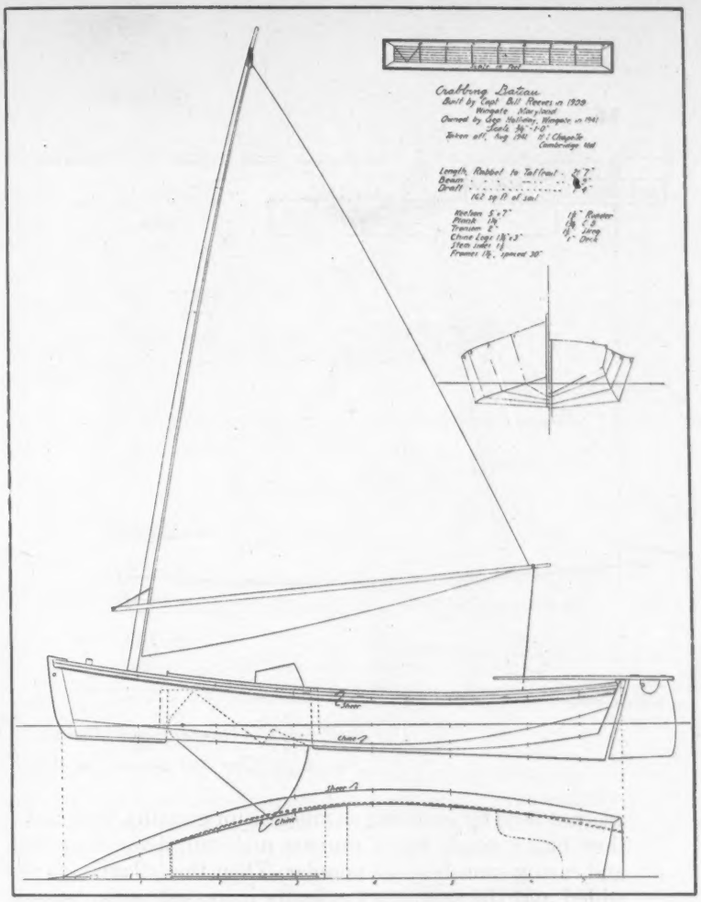
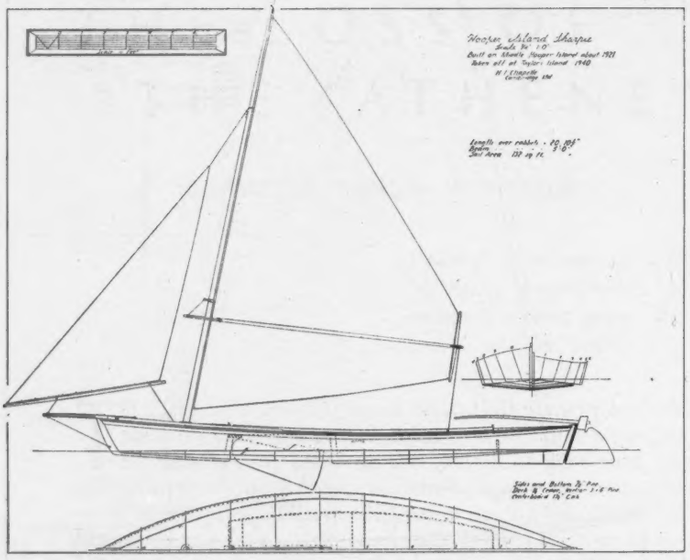
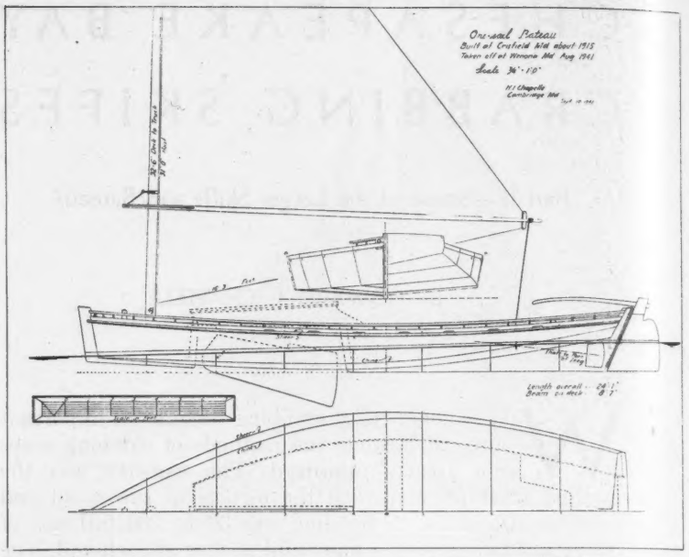


Fig. 2. Captain Bill Reeves, of Wingate, built this skiff used for both crabbing and oyster tonging. She could carry her sail in a blow

Fig. 2 shows a large skiff from the same place; she was built in 1909 for both crabbing and tonging by a noted builder of skiffs, Captain Bill Reeves. Reeves, who not only built fine skiffs but also many large oyster dredging bateaux, was a Nova Scotiaman who had been trained as a ship carpenter. This skiff, like many of his boats, had a reputation for power to carry sail in a blow. She has moderate deadrise amidships and rather heavy displacement; these features probably explain her power. Skiffs of this size and type usually carried some ballast aft. They had high freeboard, for a Bay model, and were considered most seaworthy for their size. The rudder form shown in Figs. 1 and 2 is the old one that was widely used in this class of boat and is to be seen even yet. It seems to be related to the old rudder used on the sandbaggers of the '70's, and in the later cat boats.

In this same section of the Eastern Shore, the noted Hooper Island "sharpies" developed for crabbing. At first, these were probably all flat bottomed boats (like the Smith Island double-ender shown in Part I) but soon developed into a long, low deadrise, canoe-like skiff. This class of boat





Left, Fig. 3, A Hooper Island "Sharpie," a fine boat with the typical rig of her class. Right, Fig. 4. A "One Sail Bateau," a class built extensively at Crisfield and Smith's Island

was not used for crabbing as much as for gunning. Originally, they had a single leg of mutton mainsail. They were fast, and racing soon became popular. Then the balance jib was added and the sail area gradually increased until "springboards" and heavy crews were considered necessary when racing. With moderate sail area, these skiffs are fast and handy; just before the present war began, an attempt was made to revive the class and a few boats were built. The example shown in Fig. 3 is of a fine boat built in 1921, with the typical rig of one of these "sharpies" though, by Bay standards, the sails are too small for racing. This rig is one used for pleasure sailing; this particular boat was never used as a crabbing skiff though many similar boats were.

Some of these "sharpies" had deep forefoot and heel, allowing the deadrise to be carried the full length of the hull and to increase at the ends. Others were modeled like a Nonpareil sharpie, as in this boat, or were quite flat. The length was usually around 20′ to 22′ and the beam varied from 4′ 4″ to 5′ 6″, with a rig to match. Most of the boats carried their beam well forward and were finer aft on deck. Like many of the Bay skiffs, the centerboard was sometimes too small for the sail area. In this case, when racing, the pin was often taken out of the board and it was placed on end, up and down in the case, so that it acted like a dagger board. In past years, the "sharpies" have raced in numerous yacht regattas and the type is well known to most Bay yachtsmen. The example was built, so it is said, for a gunning skiff and these boats usually had more rake to the ends than others. This is supposed to make a "quiet boat;" it often makes an unusually good looking one.

In respect to the "sharpies," the name "sharpie" is not applied to flat bottomed craft on the Bay so far as I know. This Hooper Island skiff is the only one to which the name is applied and the amount, or lack, of deadrise seems to play no part in the application of the name now, though it may have done so originally. I have heard that a boat named *Frolic* was picked up adrift by a Taylor's Island schooner some time in the late '80's or early '90's. She was described as a long, narrow, flat-bottomed skiff, with a round stern and two leg of mutton sails. From the description, this might be a New Haven sharpie lost by some Yankee schooner on the Bay for a load of oysters, but there is also the possibility that

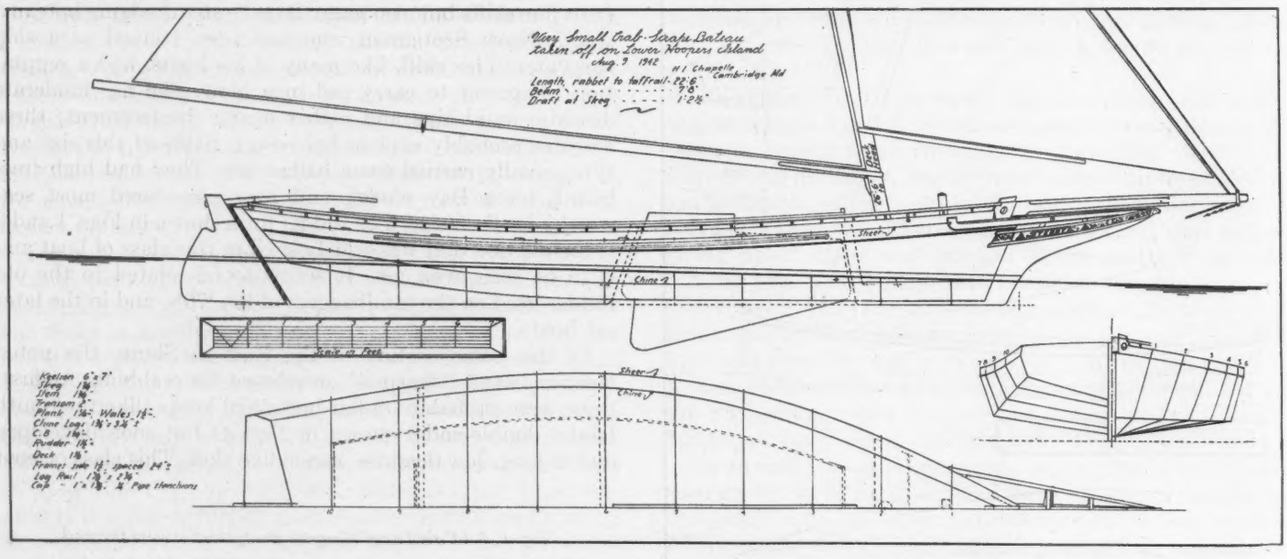


Fig. 5. One of the smaller and older Crabbing Bateaux. She was built by a skillful carpenter, probably about 1900

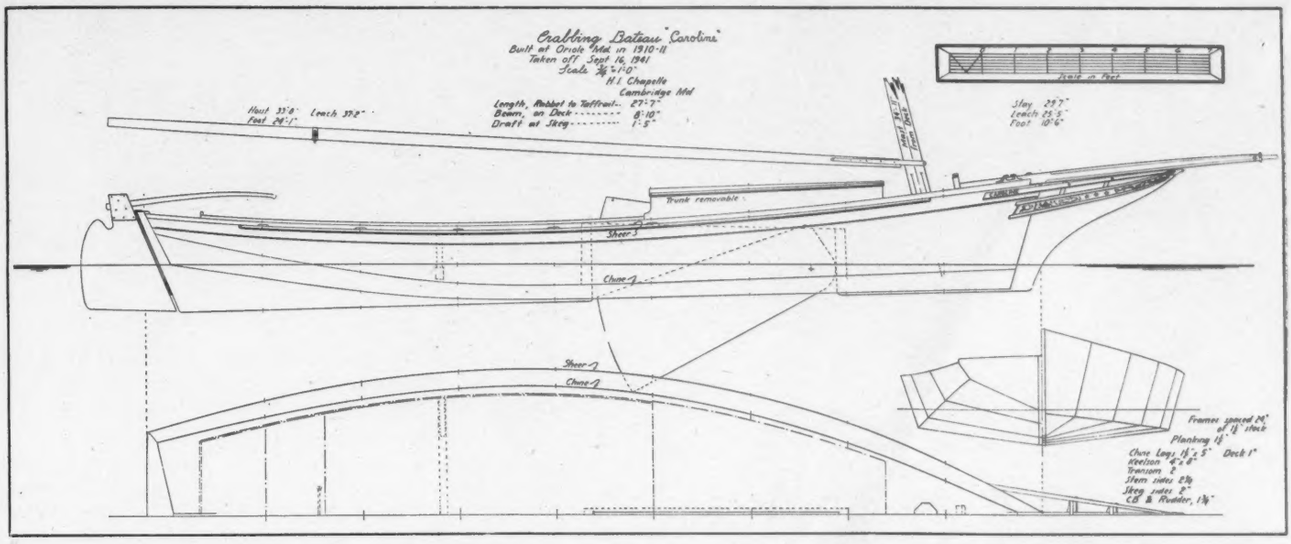


Fig. 6. A Crabbing Bateau built near Deal's Island. She sailed with little ballast, unlike some of the later boats of her type

Frolic was a Bay-built boat since there was a type of skiff used at Tangier Island that might answer this description although the only one I have seen had deadrise. I have not seen one of these Tangier skiffs under sail but old photos show that they looked like New Haven sharpies when afloat.

In recent years, the greatest number of sailing skiffs and small bateaux are to be found in the vicinity of Deal's Island. The larger boats, ranging from 20′ to 28′ over all, are used as "crab scrapers." "Scraping" is done under sail and a dredge is used that is quite similar to an oyster dredge but much lighter and smaller. "Scraping" cannot be done on all bottoms, so the same boat may scrape or use a trot-line. In past years, "scraping" could be done only under sail, but power is now permitted and it is probable that the sailing crabber is doomed to extinction unless a shortage of crabs should lead to another change in conservation laws.

By far the most common of the large skiffs seen at Deal's and vicinity is the "One Sail Bateau" or "One Sail Dinghy." One of these is shown in Fig. 4. This type was built extensively at Crisfield and Smith's Island. There are slight variations in model but the example is reasonably typical. The boats range from 19′ to 27′, and are quite wide; their shallow hulls make them look wider than they really are. The beam is usually somewhat greater than one-third the over-all length and the deadrise is moderate. The hull model is close to that used in the small "Smith Island Skiff" illustrated in Part I, but the sides do not tumble home. In the older boats, as represented by the example, there was a slight flare to the sides, greatest forward, and the side boards showed quite a bit of twist. The bottom is commonly planked fore and aft and is of the Nonpareil sharpie form. Occasionally, a herringbone-planked bottom is used but the bottom form is usually the same as in the fore and aft-planked hulls.

The majority of these "One Sail Bateaux" have the open rails shown in the plans. Some of the old boats have hawse holes in this rail but the apparent hawse, or knighthead, timber is false; it is just a filler between log rail and rail cap through which a hawse hole is bored. Most of these craft sit low in the water; none have much freeboard or sheer for their length. As a result, wide side decks are necessary, since they soon put their gunwales under in a breeze. These side decks are made up of a wide covering board and a narrow strip deck extending inboard to the cockpit coaming. The larger boats have a small removable trunk cabin shown in dotted lines in Fig. 4. It is now rare to see one of these boats that has not been bored for power; most of them have had engines at one time or another. Only the old boats seem to have had the block forefoot used on most of the Bay deadrise models; the Nonpareil sharpie forefoot shown in the example is used in all the fore and aft-planked bottom hulls and in most of the herringbone-planked boats as well. The mast usually has little rake but is quite lofty. The type is noted for its sailing but is wet in rough water. Like most one-sail Bay skiffs, this type carries her sail well inboard with the center of effort rather well forward.

The reason this rig is used is that it leaves the sternsheets clear for working, with no tangle of main sheet to worry

(Continued on page 58)

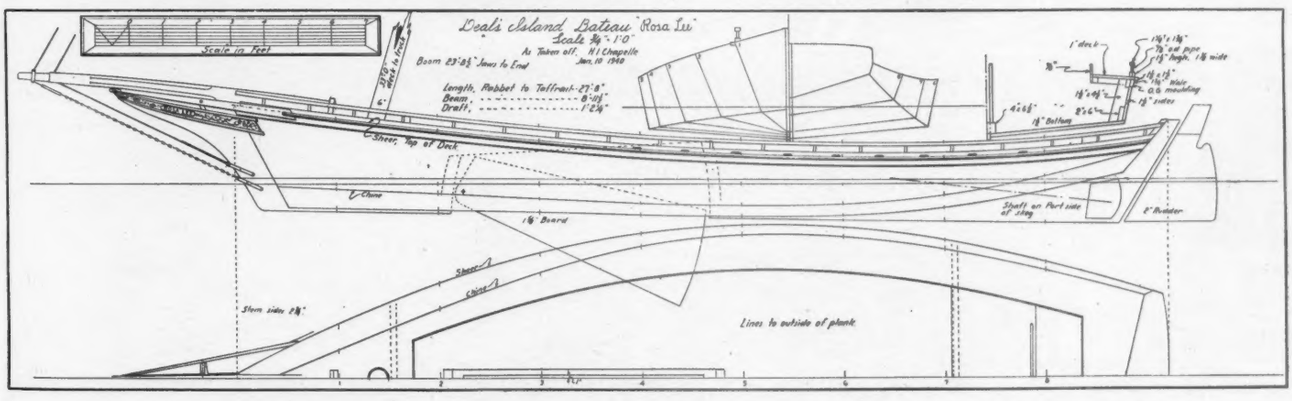


Fig. 7. One of the best and most recent Crabbing Bateaux designed to carry an engine, which has long been removed

Levick Photo

"VAMARIE"

This noted ocean racer, built in 1933 from designs by Cox & Stevens, is now owned by the U. S. Navy and is sailed by the midshipmen at Annapolis. In her ocean racing days, she was usually first across the finish line

OCTOBER, 1943

TWENTY YEARS OF YACHT DEVELOPMENT

Part V — International Participation and Changes in Rig

By HERBERT L. STONE

WHILE the development of the ocean racer, with speed as well as seaworthiness and seakeeping qualities the desired aim, was progressing faster in the United States than elsewhere, the effect of long distance racing on open water was being felt in other countries as well. This was particularly so in Great Britain. Since the inauguration of the 600-mile Fastnet Race in 1926, the following ten years saw many more such events promoted over courses in the North Sea and across the Channel to France and ports on the Bay of Biscay. The British were also making changes in their original measurement rule, and British designers were turning out new boats for ocean racing that were a great advance over the older types of cruising yachts to be found in the United Kingdom before ocean racing started. The advent of many American yachts in these races over British courses, and the bringing of some British and Canadian yachts to the States for the Bermuda and Transatlantic races, did much to stimulate this development in both countries.

European designers and builders were somewhat slower in feeling the trend but two Transatlantic races in 1935 and 1936 did much to bring Germany and Holland into the picture.

In 1935, the Cruising Club of America and the Royal Norwegian Yacht Club joined in running a race from Newport, R. I., to Bergen, Norway, over a particularly hard course, for a cup presented by King Haakon VII of Norway, the same ruler who was to be driven from his country only five years later by the Germans, and who is still in exile. In this race appeared the first German contestant to take part in one of these affairs starting from the United States. This was *Stoertebeker*, which was shipped over and fitted out for the race on this side of the Atlantic.

There were six starters, all American but *Stoertebeker*. Two were schooners, two were ketches, one was a yawl, and the German boat, although designed as a yawl, sailed the race under cutter rig. The change did not help her any as she was a poor last, finishing over 16 days behind the first American boat and nearly ten days behind the last of the U. S. entries. The long course was sailed in exceedingly fast time, *Vamarie*, built the year before for the Bermuda Race, covering the 3050 miles in 19 days, no hours. On seven days she covered over 210 miles per day, her best run being 222 nautical miles for a day of about 23½ hours in length. But, as fast as she had sailed, she could not shake the much smaller *Stormy Weather*. Only 39 feet on the water, with 1300 square feet of sail, the little *Stormy* was only 5 hours and 16 minutes behind *Vamarie*, to win the race by nearly two days on corrected time. *Mistress*, sailing the longer Gulf Stream course, was third. Both *Stormy* and *Mistress* had several days' runs of better than 200 miles. A better measure of their speed, however, is the average, *Stormy* averaging 6.8 knots for a course of 3118 miles sailed and *Vamarie* 7.03 knots for the 3204 which she sailed. Which shows the increase in speed possibilities of the modern ocean racers over cruisers of the same size fifteen years before.

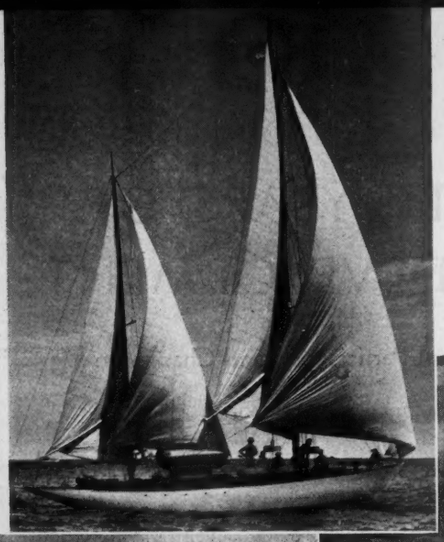
Rosenfeld photo

"Apache," which finished third in her class in the hard Bermuda Race of 1936, was one of the N.Y.Y.C. 32-foot One-Design Class

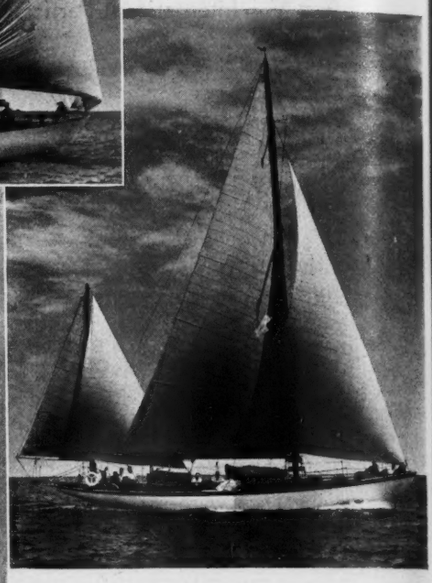
By the time another year had rolled around and the 1936 Bermuda Race was in sight, a large fleet of new boats had been built in the United States all of which showed the influence, on design of ocean racing, and most of which had been built to the ocean racing rule. The race of that year was to see the largest fleet ever to sail in a race of this length, no less than 44 entries showing up at the starting line. No less than sixteen of the American entries were new vessels, which shows the impetus to building which the sport had effected. All of our leading designers were working to the rule and, even in cruising yachts, the characteristics of the ocean racers were being em-

(Continued over and on page 76)

Ocean racers, of whatever size, must be prepared to take conditions as they come. The modern boats have all met the test in actual races at sea. Ben Ames photo

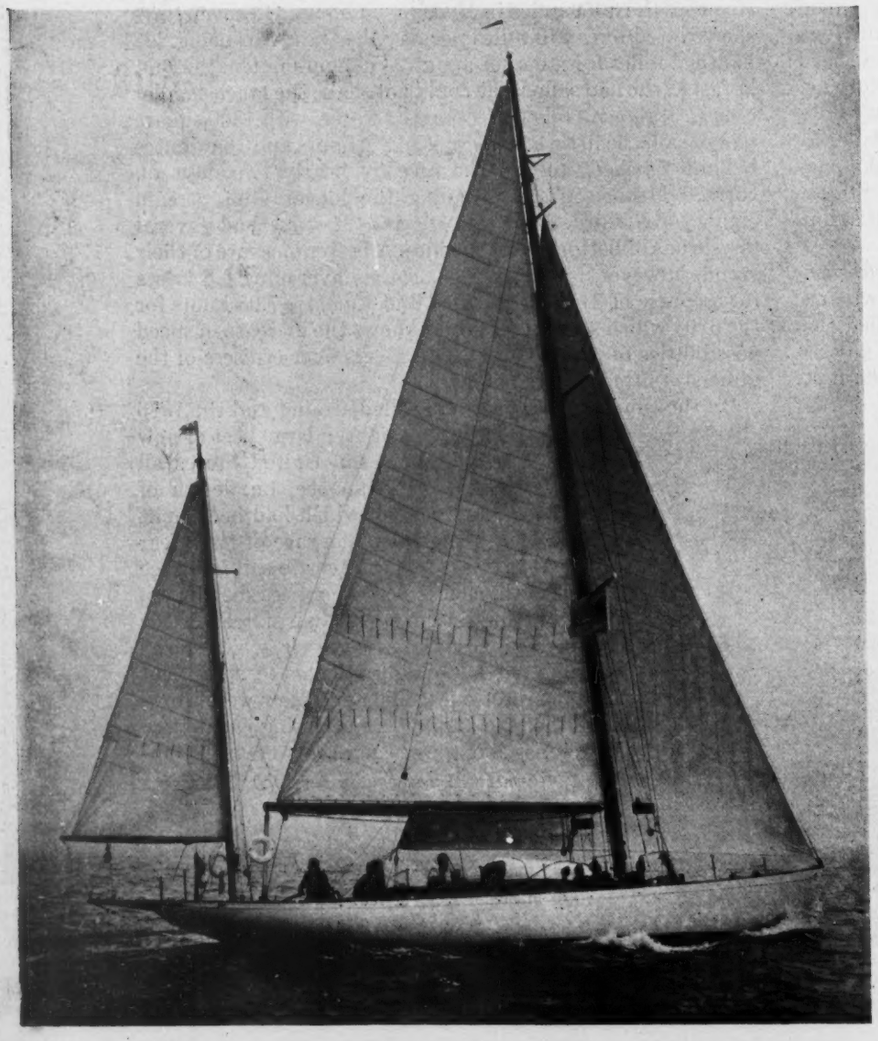


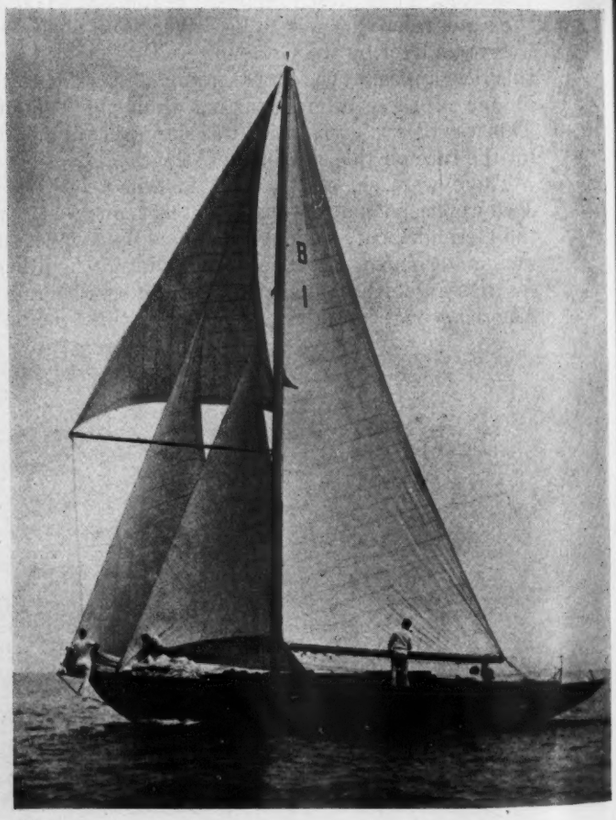
Opposite, top, "Gypsy," by Frank C. Paine, showed the latest in cutter rig and double-clewed jib



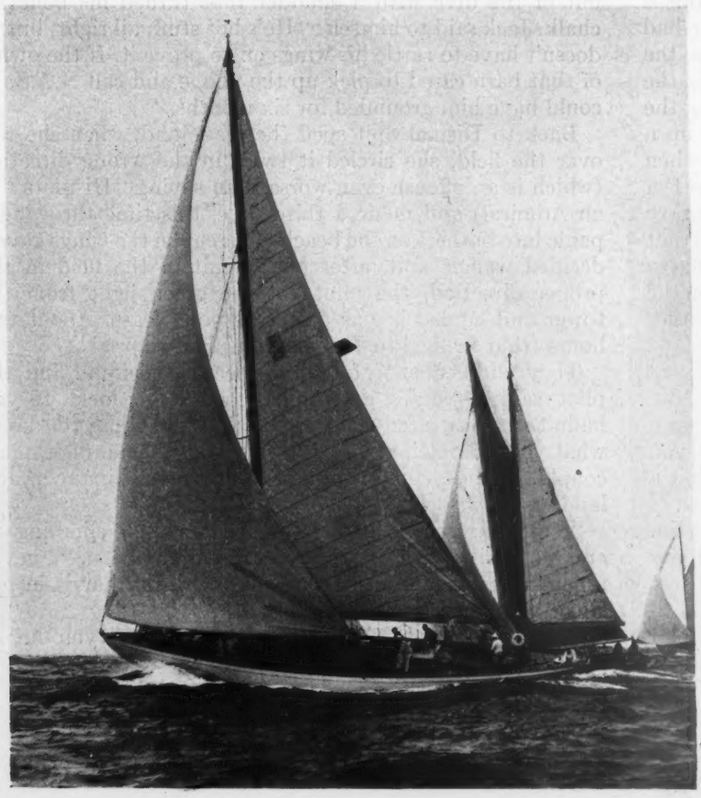
Above, with the wane of the schooner rig, George Ratsey's "Zaida" was altered to the more efficient cutter. Below "Stormy Weather," with high cut main and mizzen, showed the tendency in sail plans in 1936. Top center, in "Arktur," the Germans tried something novel in rig, it did not work. Right, Laurent Giles' ocean racer "Maid of Malham" carried double spinnakers. (Beken photo, all others by Rosenfeld)

Above, a German entry in the Bermuda and Transatlantic races of 1936, "Roland von Bremen" showed most of the characteristics of the American boats. Below, "Rubaiyat," designed by Alden for Great Lakes racing, had many novelties in rig and a number of interesting gadgets.





Top, right, "Kirawan," Phil Rhodes' winner of the 1936 Bermuda, in which simplicity and efficiency of rig are exemplified. Above, "Vamarie" sported a third mast for a year. Below, in "Mandoo," Alden went to the yawl rig. Lower right, Nathanael Herreshoff's last design was the fast and able "Belisarius"



Under the Lee of the Longboat.

by Spun Yarn

MR. V. L. GALLAGHER, of New York City, offers a quotation from "The Second Mrs. Draper," by Noel Pierce, which he feels should be brought to the attention of yachtsmen, to wit: "'I proposed to Babs when we were racing in that Sou'easter off Montauk,' Denis said. We were hoving to for dear life. I shouted, 'I'd make a better husband than a sailor, Babs.' She was hanging onto the mains'l mast and shouted back, 'Okay, Matey. You've made your bed. Now fry in it.' But I got even with her. I shouted 'When?' and then we capsized. It was a swell proposal." Mr. Gallagher submits that Denis's assertion deserves to be filed among the world's greatest understatements. Without having read the rest of the book — and I know I don't want to — I'm unable to evaluate the quotation; but I feel pretty sure that somebody ought to shoot the publisher.

You may have thought all these months that I've forgotten the subject of the weather at Dismal Spit, but this is far from the case. Barring the month of July, when we had four times as much fog as is the average for the region, the weather has been lovely. Time after time I've gone out in the sweeps to find the sea as smooth as glass, unruffled by the slightest breath of wind. And each time I've offered up a little prayer and have said: "May it always be like this when I'm out in a sweeper and never like it after the war when I'm sailing again." But the other night a sultry southwester gave way to a northerly (just the bang-up sort of breeze that you'd pay a thousand dollars for if you were cruising to Florida for the winter) and since then the air has been on the cool side, and I've been afraid that I'm in for another winter at Dismal Spit. . . . Unless I get my orders.

It's about time for my first annual story about the AVS who took his first — and last — flight as a passenger in a Navy scout bomber. It's God's truth, but whether you believe it or not is none of my concern. Into Dismal Spit a year ago came the plane in a forced landing. After a week of repair work by the Air Station, she was ready to go again. In the meantime, the pilot had become acquainted with my friend Jack, the AVS, and when the plane was set for her test flight, Jack was invited up. She was a two-cockpit job, with an inter-com phone that was busted and, although she had dual controls, the extra stick was not shipped, and Jack, in the after cockpit, had nothing to do but sit with hands clasped on his knees watching the capable, but indubitably devil-may-care, back of the pilot in the forward cockpit.

Well, they took off and, after a sort of premonitory waggle, began climbing fast. At 4500 feet, they headed out to sea and Jack said to himself: "This lad undoubtedly knows his onions, but he's getting pretty far from the field, and as for me I don't want to be here if anything goes snafu."

About then, the right wing dipped and the plane slid off into a roaring dive. At 1000 feet, the pilot pulled her out of it with an abruptness that had Jack's cheeks draping themselves over his collar bones. She zoomed and headed shoreward. At 3000 feet, when there was a big red barn in the middle of the landscape, the right wing dipped again and down she plunged for the middle of the big red barn. Jack was about to put out his hands to fend off when she came out of the dive with a shudder that turned his bones to chalk. Jack said to himself: "He's hot stuff, all right, but he doesn't have to rattle his wings off to prove it. If the owner of that barn cared to pick up the phone and call N.A.S. he could have him grounded for six months."

Back to Dismal Spit sped the plane and, when she was over the field, she circled it twice in the wrong direction (which is an offense even worse than saying "Hi toots" to an Admiral) and made a third dive, this time throwing a panic into bathers on the beach. Thereupon the wings gave a decided waggle and, after one circuit of the field in the proper direction, the pilot got the green light from the tower and landed her as pretty as you please. About two hours (that seemed to Jack like ten) had elapsed.

They climbed out of their respective cockpits and the pilot said: "You're a damned good flier, Jack. If you hadn't demonstrated right after taking her that you knew what you were doing, you'd have scared the pants off me a couple of times. Hope you didn't mind my taking over and landing her myself."

"Taking over!" said Jack, his Adams apple climbing up and down his throat like a Mexican jumping bean. "I never touched her. I've been sitting there with my hands in my lap."

"So have I," said the pilot, "except to take you out of

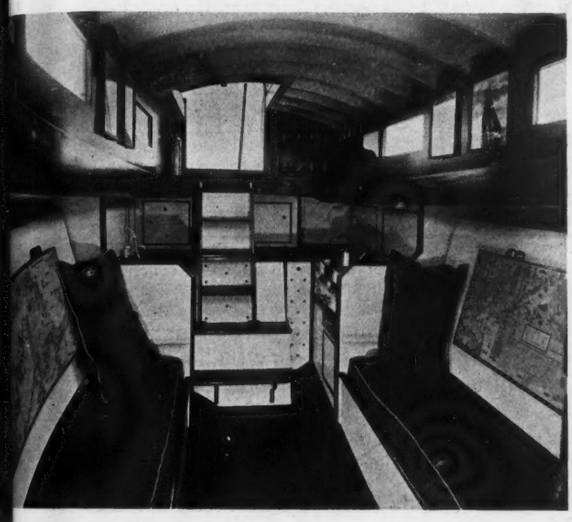
(Continued on page 84)

OCTOBER, 1943

THE NEW WEEK-ENDER

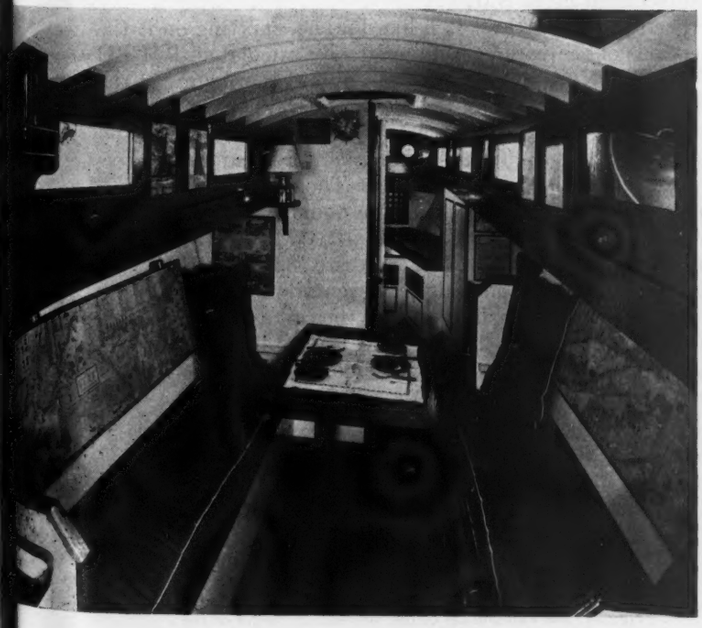
"Hoyden," the first of the class of one-design cruisers known as the New Week-Enders, was built for Donald G. Abbott, of New York, from designs by Philip L. Rhodes, of Cox & Stevens, Inc., by Palmer Scott & Co., Inc., of New Bedford, Mass. Launching took place early this spring. She was named for the old Class R "Hoyden," the first yacht owned by Mr. Abbott. She is a good looking craft with a pretty turn of speed

Rosenfeld Photos

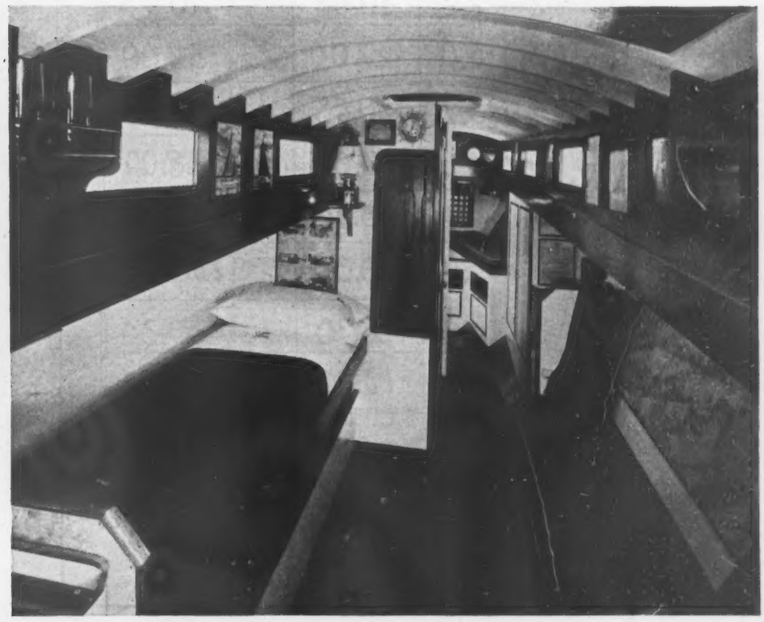


The principal dimensions of the new boat are as follows:

Length over all	*38' 10"*
Length on the water line	*27' 10"*
Beam	*9' 6"*
Draft of water	*5' 10"*
Sail area	*660 sq. ft.*



The cabin arrangement is interesting and practical, with the double stateroom forward and the two transom berths in the main cabin. The dining table folds up when not in use and stows against the toilet room bulkhead. Rectangular windows in the cabin trunk assure plenty of light in the quarters below and ventilation should be excellent



YACHT DESIGNING FOR THE AMATEUR

Part VII — The Sail Plan, Balance, Rigging and Blocks

By CHARLES H. HALL

WITH THE weight calculation finished and the CG located, you can determine the power to carry sail and complete the sail plan. A boat under sail is acted upon by two forces: the heeling moment of the sails and the righting moment of the hull. The heeling moment is the product of the sail area and the distance from the CLR and the CE. A 16-mile breeze is assumed, giving a pressure of one pound to the square foot. The righting moment is the product of the displacement and the righting arm (See Fig. 24, Part I, May YACHTING) and the righting arm is the product of the metacentric height GM and the natural sine of the angle of inclination, so you can get the righting arm from the metacentric height. As pointed out, this will be correct for only comparatively small angles of heel but it will give a figure which is useful for comparison.

To get GM, you need the vertical position of the CB as well as that of the CG. In the half breadth plan, measure the area of each water line with the planimeter, apply Simpson's Rule and use the distance of each water line above the base line as the arm for the moment of that particular water line. Dividing the sum of the moments by the sum of the functions of areas will give the height of the CB above the base line. Instead of multiplying for the moments, you can plot the water line areas, run a smooth curve through the ends, trace the curve and cut it out and balance the tracing across the edge of a scale. Results will be close by either method. You may not be able to cover the whole length of the water lines at one setting of the planimeter and may have to make two bites at it. The CB will naturally be below the load water line and the CG will usually be above it but the distance between the two centers is easily found since both are referred to the base line or to the load water line.

STATION	HALF BR'DTH	CUBES OF H.B	MULT	FUNCTIONS OF CUBES
1	1.1	1.33	2	2.66
2	2.2	10.65	1	10.65
3	3.0	27.00	2	54.00
4	3.7	50.65	1	50.65
5	4.0	64.00	2	128.00
6	4.1	68.92	1	68.92
7	3.9	59.32	2	118.64
8	3.4	39.30	1	39.30
9	2.4	13.82	2	27.64
				500.46

$I = 500.46 \times \frac{2}{3} \times \frac{2.2}{3} \times 2 = 490$

$\frac{I}{V} = \frac{490}{91.5} = 5.35 = BM$

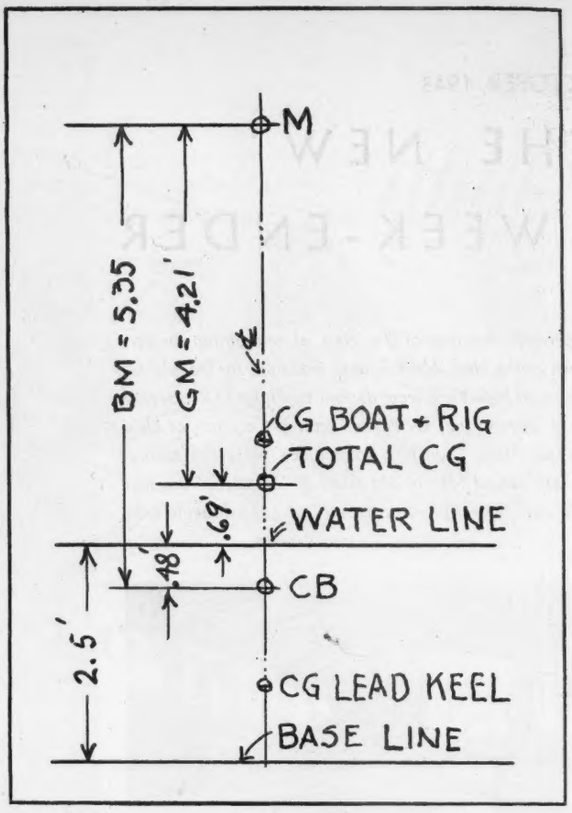


Fig. 53. Sketch showing the location of the various transverse centers

Now the BM, the distance between the Metacenter and the CB, is given by the formula $BM = \frac{I}{V}$, in which I is what mathematicians call the moment of inertia of the load water line and V is the volume of the displacement in cubic feet. To get I, set down the water line half breadths, cube each one, apply Simpson's multipliers and sum the Functions of Cubes. Then multiply this sum by ⅔ by ⅓ of the common interval between stations (and by 2 if half multipliers were used. See Fig. 52). Dividing the product I by the volume of displacement gives BM.

Then make a little sketch like Fig. 53, spotting on it the locations of the various centers already calculated. BM-BG gives GM. Now you are ready to obtain the figure for the wind pressure coefficient, the power to carry sail. At a steady angle of heel, the two forces acting on the boat are equal and we may equate the formulae for each force, adding a coefficient on one side of the equation. The righting moment is the product of the displacement in pounds, 5848 as already found (See Part III, June YACHTING), GM is 4.21 feet, and the natural sine of 20° is .342. So write 5848 by 4.21 by .342 by the coefficient as one side of the equation and the heeling moment as the other. This is 385, the sail area, times 18.5, the distance between the CE and the CLR. Dividing the righting moment by the heeling moment to solve for the coefficient, gives its magnitude as 1.18. This may be a bit high for a wind pressure coefficient for a boat of her size, of light displacement and intended mostly for harbor sailing so it may be well to increase her sail area a little to get a lower coefficient. The wind pressure coefficient will vary with the size of the boat, her stability, and with local conditions in the waters in which she sails. For deep keel racing craft such

Fig. 52. The calculation of the moment of inertia of the load water line and the location of the Metacenter

as the old 25-foot water line raceabouts, for the western end of Long Island Sound, for instance, it may be as low as .85; for larger boats, for more rugged waters, it may go as high as 1.5 or even more. For San Francisco Bay and other West Coast ports, where the wind seems to have plenty of heft to it, boats from the East have been found to be oversparred and lacking in ballast.

The assumption made in the calculations above is that the wind pressure is uniformly distributed over the whole sail area, an assumption we know to be false. Wind pressure varies widely from place to place in a sail and is far from uniformly distributed. We also assume that the sails are plane surfaces and are in the midship line of the boat. We also know that the metacentric method fails except at fairly small angles of heel and that a rigorous method uses the righting moment found by an accurate and laborious stability calculation. For such calculations, you must consult Skene or other standard books on naval architecture. Nevertheless, the metacentric method does give a fair idea as to the way a boat will carry her sail and is extremely useful as a means of comparison.

In Part II (June YACHTING), the sail plan and the question of fore and aft balance were sketched and some empirical figures were given. The table herewith (Fig. 54) gives data of a number of successful boats and will repay study. However, the table does not tell anything about the underwater profiles of the various boats and the profile has considerable influence on the balance. I know of one yacht which had nearly 12 per cent lead. She'd behave nicely as long as the wind was a bit on the light side but would nearly pull your arms off as soon as it began to breeze up. She had a deep forefoot and quite a bit of flat surface in the sides of her keel forward.

No. 33 in the table, a cutter, with an original lead of .082, carried such a weather helm that her sail plan was redesigned to give a lead of .135, which cured her. She had a transom stern with her rudder "outdoors," which suggests that a boat of this type needs more lead than one of conventional design since she has no quarter to put down in the water when she heels and offset the effect of the wave under the lee bow. Schooner No. 1, a staysail rigged boat, was beautifully balanced and No. 2, a gaff-rigged schooner, was also well balanced. Schooners Nos. 3, 4 and 5 had jib-headed mainsails and gaff fores and all had weather helm reported. No. 6 was gaff rigged and was trimmed by the stern to cure her weather helm.

In the ketches, No. 13 was said to be a real self-sailer. Yawl No. 21 carried a bad weather helm. Cutter 34, with a lead of .075, was nicely balanced. Cutter No. 29, which

(Continued on page 76)

TYPE		L.O.A.	L.W.L	BEAM W.L.	D'FT	DISPLACEMENT, LBS	OUTSIDE BALLAST	PER CENT OF DISPL'T.	SAIL AREA	C.L.R FROM ±0	PER CENT W.L.	CE TO CLR	PER CENT W.L.
SCHOONERS	1	65'-8"	44'0"	1'-10"	8'-7"	56,500	—	—	2461	25'-11"	.570	2'-8"	.061
	2	58'-3"	45'-5"	13'-8"	8'-5"	67.000	21,000	.313	1635	26'-0"	.572	1'-3"	.027
	3	43'-0"	33'-0"	11'-3"	6'-1"	33.000	10,500	.318	1011	18'-9'	.568	1'-0½"	.030
	4	60'-8"	45'-0"	14'-3"	7'-10½"	61,000	21,000	.345	1565	25'-11"	.578	2'-5"	.054
	5	44'-9"	33'-0"	11'-4"	6'-4"	33,000	10,300	.313	1183	18'-8"	.568	2'-1"	.063
	6	36'-5"	27'-4"	9'-6"	5'-6"	18,600	6,500	.350	697	15'-9"	.576	1"	.003
	7	61'-6'	50'-0"	14'-8'	8'-10"				1960			2'-3"	.045
	8	55'-2"	40'-4"	12'-6"	7'-11"				1568			3'-6"	.088
KETCHES	9	44'-0"	32'-6"	11'-7"	6'-3"	33,730	11,100	.331	880	18'-4"	.565	2'-2''	.063
	10	46-8"	34'-9"	11'-8"	6'-11"	37,000	12,500	.311	1045	19'-0"	.548	3'-4"	.093
	11	39'-6"	31'-5"	10'-5"	5'-6"	25,800	8,600	.323	805	17'-9"	.568	2'-10"	.091
	12	50'-0"	42'-0"	12'-7"	6'-8"	57,600	16,200	.283	1155	23'-4"	.587	3'-10"	.111
	13	35'-7"	31'-10"	10'-6"	5'-0"	23,300	7,530	.323	686	17'-7"	.557	2'-3"	.075
YAWLS	14	52'-6"	38'-6"	10'-3"	8'-3"				1151			2'-0"	.050
	15	45'-1"	32'-1"	10'-2½"	6'-2½"	25,980	9,525	.320	1105	17'-3½"	.540		.113
	16	41'-1"	30'-0"	9'-11½"	6'-0"	22,140	9,000	.405	912	17'-0"	.567		.110
	17	61'-0"	43'-0"	14'-0"	8'-6"	61,000	22,500	.368	1707	24'-3"	.566	4'-10"	.113
	18	42'-2"	31'-1½"	10'-5"	6'-1"	25,700	10,300	.401	903	18'-0"	.578	2'-10"	.092
	19	45'-0"	32'-0"	10'-6"	6'-8"	26,700	10,860	.405	804	18'-1"	.567	4'-3"	.133
	20	65'-6"	46'-0"	14'-3"	8'-9"	81,000	26,000	.321	1840	26'-10"	.567	4'-4"	.094
	21	28'-5"	23'-4"	9'-6"	4'-7"	14,160	4,600	.325	510	13'-3"	.588	9/16"	.028
	22	35'-4"	27'-4"	10'-10"	3'-10"	16,400	5,000	.305	722	15'-3"	.560	1'-10"	.068
SLOOP	23	38'-10"	27'-0"	8'-9½"	5'-10"	16,560	6,574	.397	702	15'-3½"	.568		.114
	24	31'-4"	22'-1"	8'-2"	4'-8"	10,300	4,000	.377	433	12'-8½"	.572	2'-6"	.113
	25	43'-7"	31'-3"	9'-10"	6'-6"	26,700	10,500	.393	701	18'-0"	.576	1'-9"	.056
CUTTERS	26	53'-0"	38'-9"	11'-8½"	7'-6"	42,500	15,900	.374	1342	21'-6"	.556		.096
	27	45'-10"	34'-0"	10'-6"	6'-6"	29,440	11,335	.385	1026	19'-0"	.555		.100
	28	38'-0"	28'-0"	9'-0½"	5'-10"	18,420	7,400	.400	666	16'-1"	.595		.107
	29	47'-8"	34'-0"	10'-7"	6'-10"	29,400	11,000	.375	1000	19'-7"	.575		.118
	30	30'-6"	25'-1"	7'-11'	5'-4"				595			2'-6"	.100
	31		32'-0"									3'-4"	.110
	32	32'-0"	22'-6"	8'-2"	5'-2"	10,600	4000	.356	485	13'-3"	.592	3'-4"	.144
	33	32'-8"	28'-6"	10'-4"	5'-0"	17,725	5,450	.309	644	16'-3"	.567	2'-4"	.082
	"	"	"	"	"	"	"	"	652			3'-10"	.135
	34	32'-1"	27'-6"	9'-2"	5'-0"	19,300	6,575	.341	601	15'-6"	.562	2'-1"	.075

Fig. 54. Table showing the characteristics of a number of successful boats, with their designed leads

A POST-WAR AUXILIARY

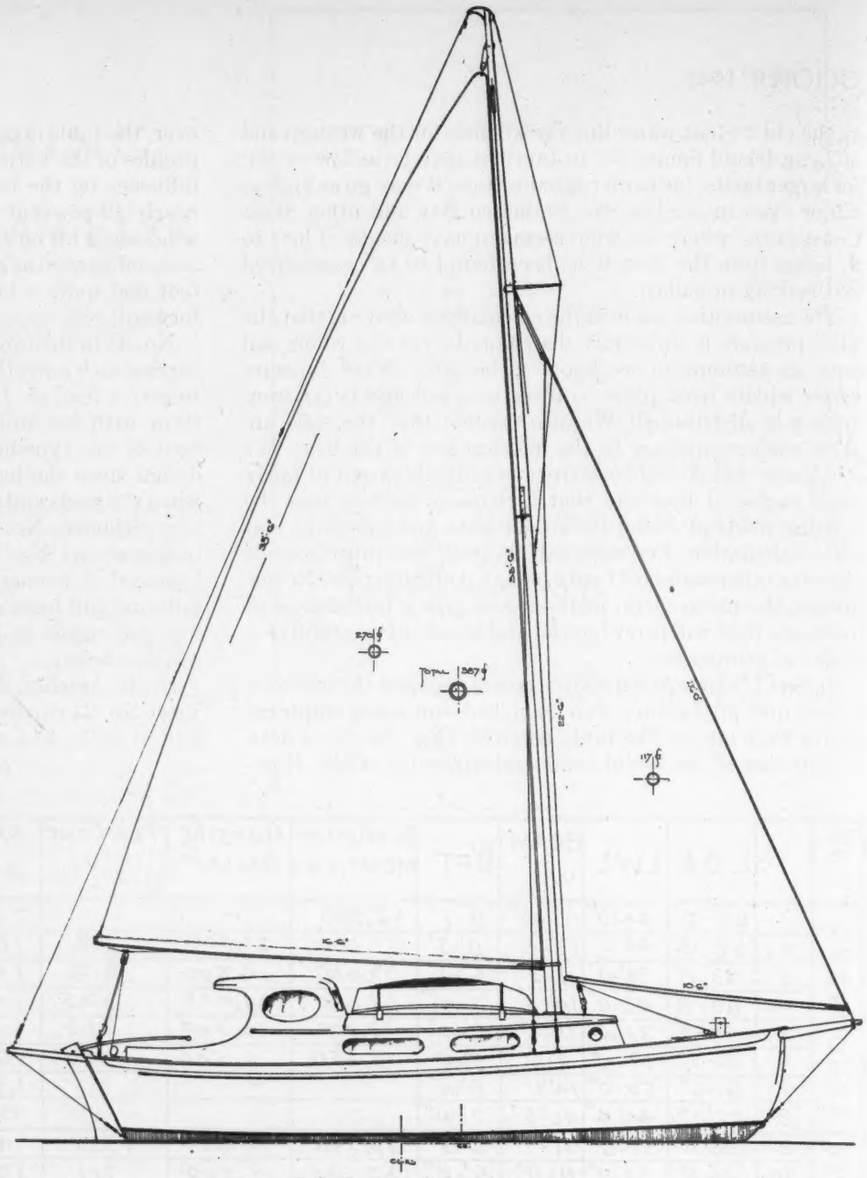
Another Cruiser in YACHTING'S Series

By CHESTER A. NEDWIDEK

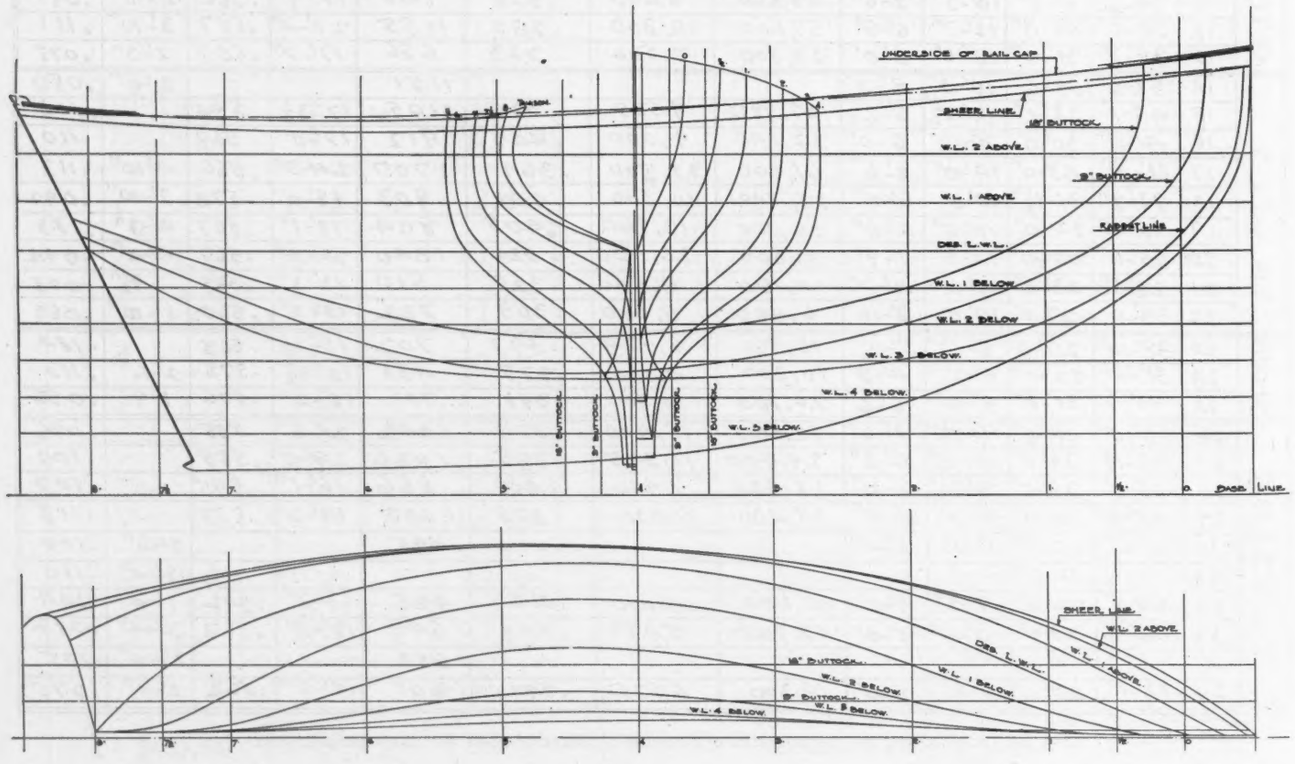
EVERY yachtsman has his own ideas about the kind of small cruiser he would like to build when peace comes again. Here is an interesting design from the board of Chester A. Nedwidek, naval architect of New York and Bayside, L. I., for an auxiliary which a couple could use either for week-end or more extended cruising. Nor is she limited to a crew of two since two guests could be accommodated in the cockpit, under the shelter and with a canvas cover for protection in bad weather. The side seats in the cockpit are long enough to accommodate an average man.

The principal dimensions of the new boat are: Length over all, 26′ 0″; length on the water line, 23′ 0″; beam, extreme, 7′ 10″; draft, 4′ 6″. The rig is modern though not excessively lofty, the total sail area being 387 square feet, 270 square feet in the mainsail and 176 in the jib. She could be handled easily by the skipper alone. For auxiliary power, a four-cylinder engine of about 22 hp. is installed under the cockpit floor, driving the propeller on the center line through a reduction gear. A 15-gallon gasoline tank is located under the cockpit seat on one side with a water tank of the same capacity opposite.

Full headroom (6′ 0″ under the beams) is provided in the cabin, which has a cushioned seat on each side with a Pullman berth over. In the daytime, these berths are swung up out of the way and there is plenty of stowage space for bedding outboard of them. Hanging space is arranged in the forward end of the



Sail plan and, below, lines



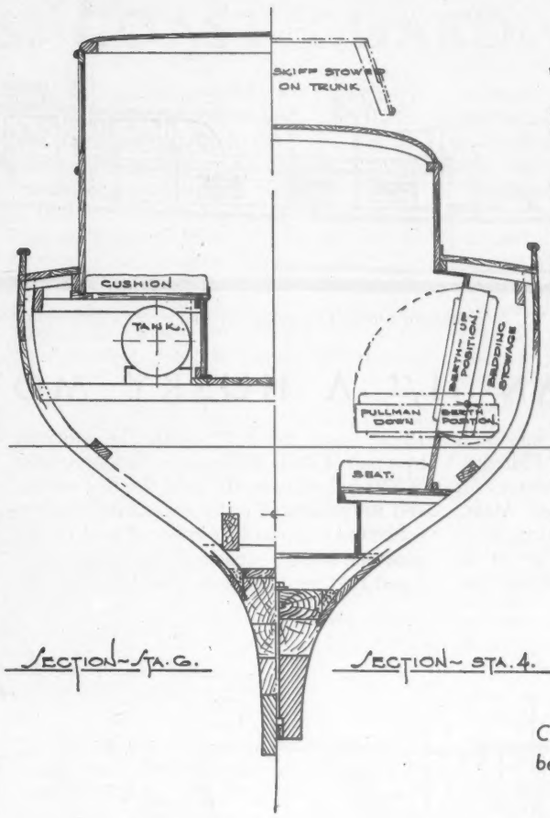
The plans reproduced in this section are the property of the designer under whose name they appear. For further information concerning any design address the naval architect in question.

cabin, with a compact toilet room forward and a fore peak devoted to a rope locker and space for luggage. The galley is in the after end of the cabin with stove, sink, ice box, dresser and so on. The doghouse has 4′ 9½″ clear headroom and plenty of sitting headroom over the cushioned seat. The cabin is not cut up, the toilet room having only a partial bulkhead with curtains above it. This arrangement gives good ventilation in the living space and also a feeling of room when one steps below. While the cabin floor is low, there is room under it to stow a certain amount of canned and bottled supplies, down near the keel where it is cool.

Construction has been kept simple yet of adequate strength for this type of boat. Keel, stem, frames, floors and beams are of white oak, clamp and stringers of yellow pine, and outside planking of Port Orford cedar. Deck is of white pine, canvas covered. The keel is of cast iron, which does not get chewed up if the boat should happen to ground on a rocky ledge.

The lines show a model which should be easy to drive so that the boat should have a fair turn of speed and she should "go where she looks" on a thrash to windward. She should also be dry in a chop.

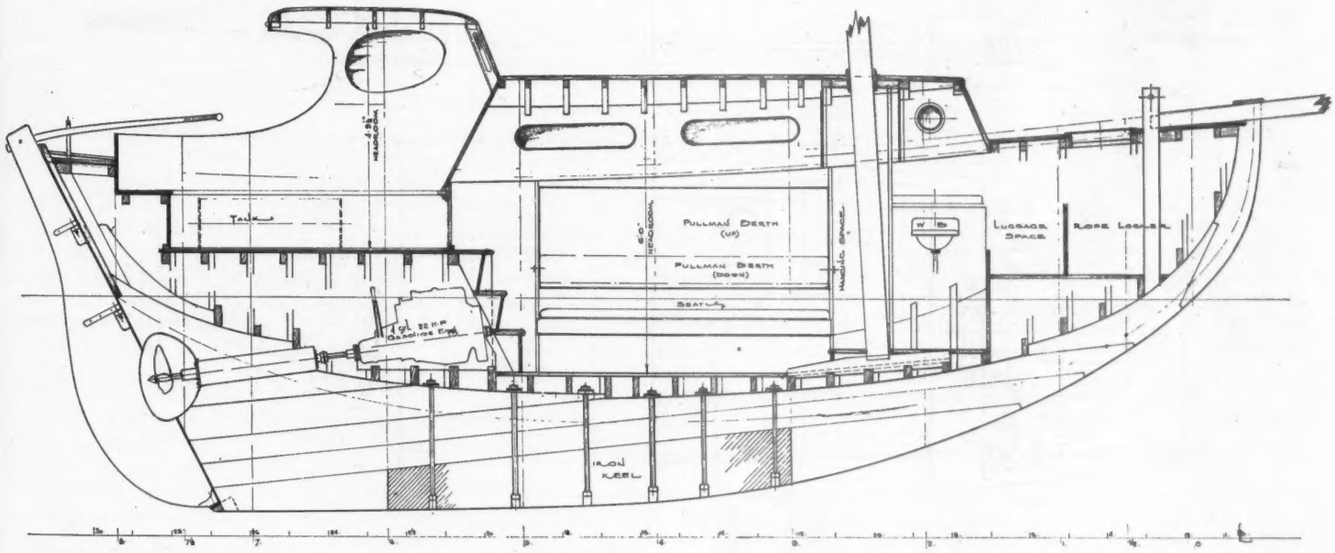
The mahogany cabin trunk gives an attractive touch of color and the large deadlights in it will supply plenty of light below. The main boom is high enough above the deck to allow the dinghy to be stowed on top of the cabin.

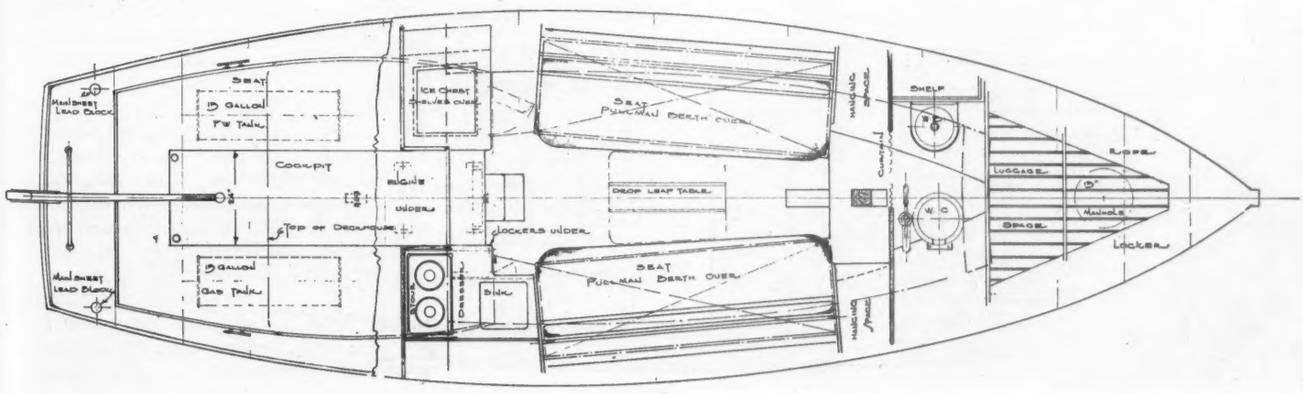


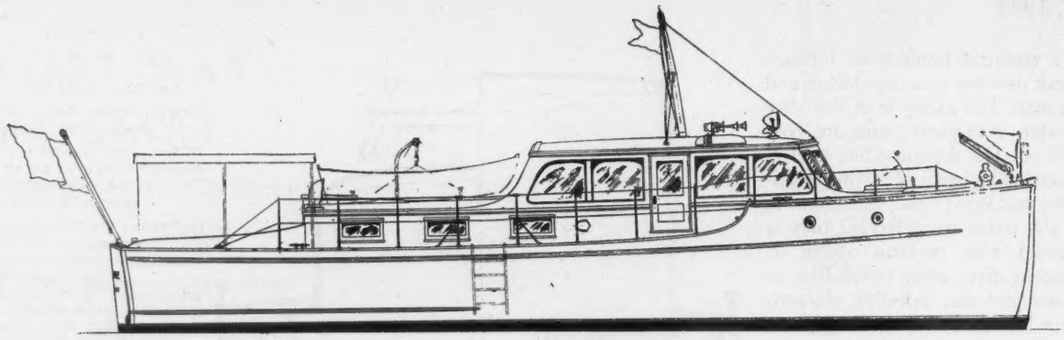
SCANTLINGS.

KEEL— WHITE OAK— SIDED 6" MOLDED AS SHOWN.
STEM— WHITE OAK.
FRAMES— STEAM BENT, WHITE OAK, SPACED 10" CENTERS, SIDED 1⅛", MOLDED 1½".
FLOORS:— WHITE OAK, SIDED 1¼" MOLDED AS REQUIRED.
PLANKING:— PORT ORFORD CEDAR, TO FINISH ⅞".
DECKING— ⅞" PINE, CANVAS COVERED
DECK-BEAMS, OAK, MOLDED 2" SIDED 1½", SAWN TO CAMBER.
CLAMP & STRINGER— YELLOW PINE 1¼"×4".
HOUSE SIDES— 1" MAHOG.
HOUSE TOP— ⅝" PINE, CANVAS COVERED.
HOUSE BEAMS— OAK— 1"×1¾".
COCKPIT DECK— SAME AS DECK.
SHELTER CONSTRUCTION— SAME AS CABIN TRUNK.
DEADWOOD— OAK OR YELLOW PINE.
INTERIOR BULKHEADS AND JOINERWORK— ⅝" WELDWOOD.
BALLAST KEEL— IRON.
SPARS— SPRUCE

Construction sections and, below, accommodation plan







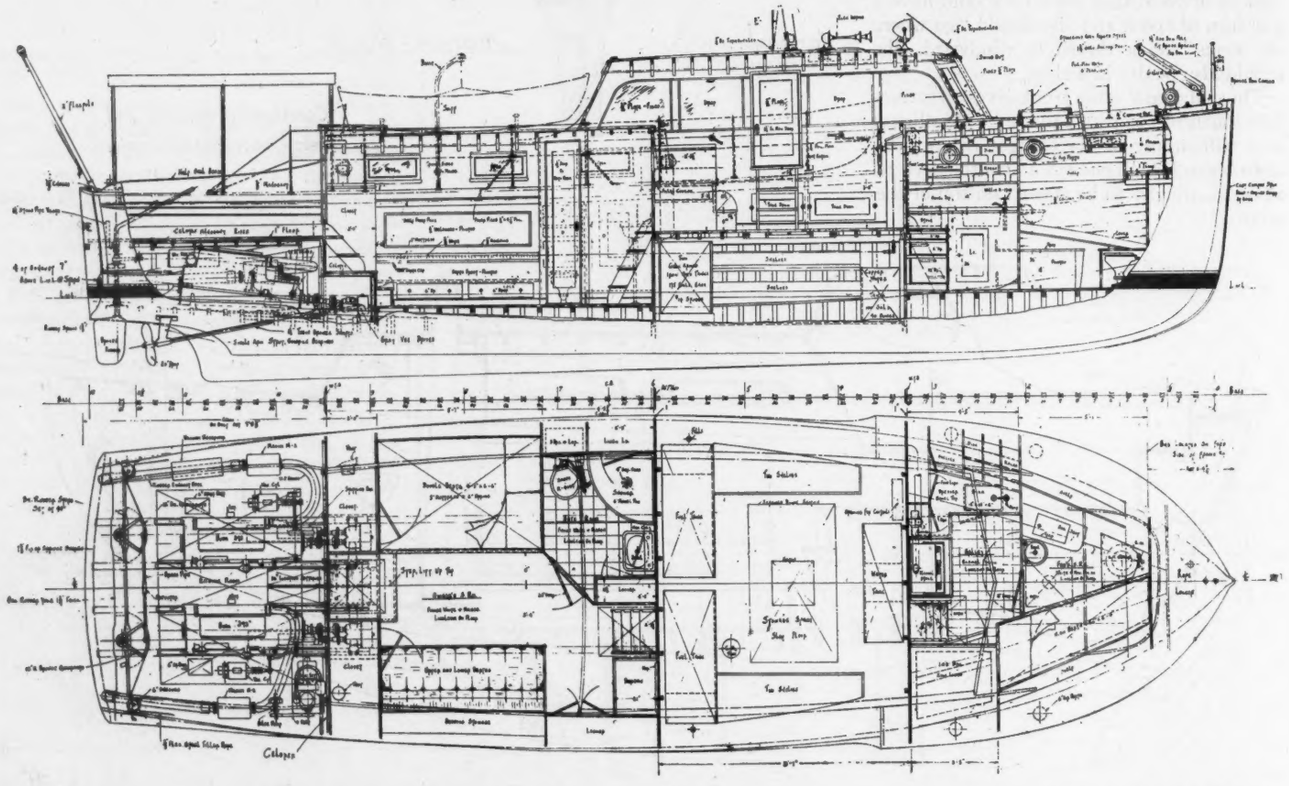
Outboard profile of a 46-footer designed by Eldredge-McInnis

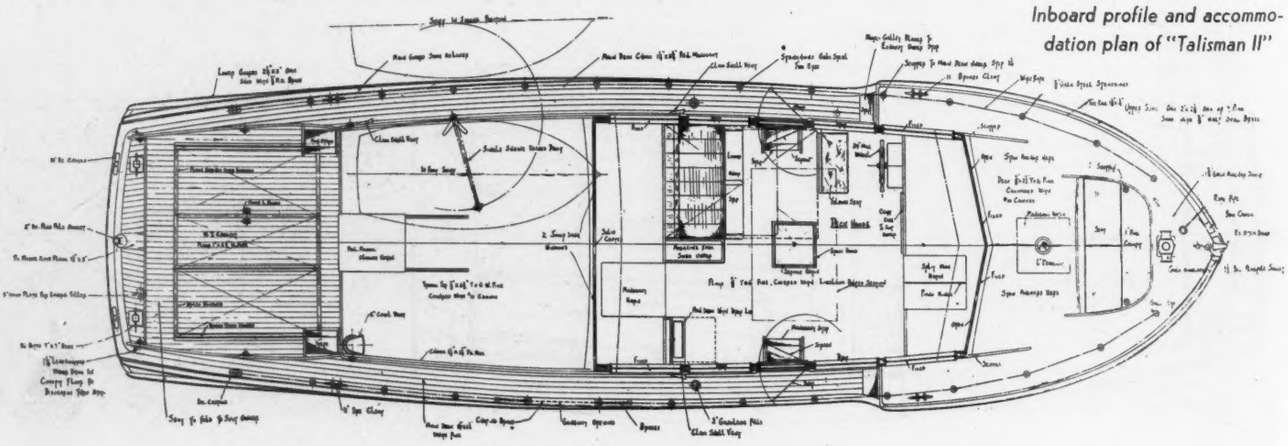
"TALISMAN II," A HUSKY MOTOR CRUISER

THIS interesting motor cruiser was built before the war from designs by Eldredge-McInnis, naval architects of Boston, for Edgar E. Abrahams, of Cambridge, Mass., and Boston. She was built at Tiverton, R. I., by William E. Frost & Co. She is 45′ 10″ in length over all, 44′ 9″ on the water line, 12′ 9″ beam and 3′ 3″ draft. She is driven by a pair of Buda 393 engines. Gasoline tanks of 350 gallons capacity hold the fuel supply and 100 gallons of water are carried.

She has a forward cockpit, compact crew's quarters, galley, capacious deckhouse (with a seat that may be made into a double bed), and a roomy owner's cabin with bathroom adjoining.

The engines are placed aft, driving the twin propellers through V-drives. Twin rudders are fitted. She is exceptionally well appointed and, like so many yachts, is now on patrol duty in the Coast Guard service.





Inboard profile and accommodation plan of "Talisman II"

WITH THE U. S. COAST GUARD AUXILIARY

▶ The old adage to the effect that charity begins at home should be taken to heart by all Auxiliary and Reserve members. As Lt. Commander H. E. Abbott, of the Fourth Naval District, points out in a recent issue of "Topside," members have contributed generously to the support of the Coast Guard Welfare Fund during the past two years. It is essential that this support be not only continued but increased. "Admiral Waesche," states Mr. Abbott, "has again sounded the call for contributions to the Coast Guard fund for the present year. No Auxiliary member who realizes the extensive activities in which Coast Guardsmen are participating in all combat areas needs to be told of the increasing demands that are necessarily being placed on the Coast Guard Welfare Fund.

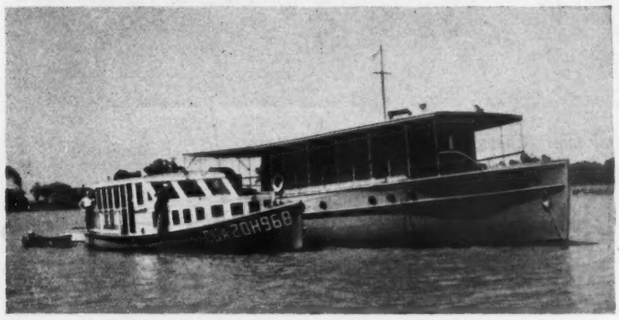
"We are obligated by mutual interests to assist our own comrades, not only in the performance of their duties, but in helping to care for the needy families of regular Coast Guardsmen who are standing the severe brunt of the present conflict.

"The nominal charge for membership in the Coast Guard Welfare is only one dollar per man per year. It is hoped that the contributions from Auxiliary men this year will far eclipse those of the previous years and that all Flotillas will vie with one another in striving to secure 100% participation in the Welfare Fund by their members."

In the same issue, Commodore R. W. Nelms takes a strong stand in stressing the importance of military drill for all CGA members. "I questioned Admiral Waesche in regard to infantry drill for our organization, and he was most emphatically in favor of it. He pointed out the fact that coördination is greatly enhanced by this means, and that labor troops, nurses, and various women's military auxiliaries all received this kind of training. With the advent of service uniforms and shore duty, the time is now ripe for us to get busy on this drill."

▶ The pressure of business, illness and numerous other types of personal complications necessarily cause members to drop their active participation in Temporary Reserve Activities. What, then, is the organizational status of such a member? This ofttimes perplexing problem is comprehensively answered in a recent issue of the Third Naval District's "Over the Bow."

"On disenrollment from temporary membership in the Reserve," it points out, "a member continues his Auxiliary status. If a member joins the armed forces, his name is transferred to the Honor Roll. The Honor Roll should be kept up to date . . . For administrative purposes only, Auxiliary membership has been divided into three classes: 1) Active, 2) Honor Roll, 3) Inactive. Members on the inactive list will be handled by District Headquarters without further Flotilla action beyond that called for in a personnel officer's letter dated May 31st, 1943. When inactive lists are received by District Headquarters, members thereon will be given opportunity to 1) resume active status, 2) resign, or 3) request inactive status until six months after the war. The latter alternative is designed to conserve interested membership where present active participation is impossible."



House boats and similar roomy craft have proven ideal for duty as stake boats in remote locations. These vessels enable CGA crews to enjoy all the comforts of home between tours of duty. This scene is deep in the bayou country of Louisiana

▶ Men who have a bona fide desire to contribute directly to the Allied war effort, but who thus far have been thwarted by minor physical disabilities, dependency or the like, are now being invited by the U. S. Coast Guard to "sit in." District Coast Guard headquarters at Miami has announced that, starting immediately, "several thousand" men capable of voluntary service on a one-day-a-week basis will be enlisted.

These volunteers, who are to be enrolled as members of the Coast Guard Temporary Reserve, will be issued regular Coast Guard shore establishment uniforms and will perform such duties as inshore and harbor patrol, radio watch, vessel inspection, guarding docks and other waterfront facilities, and various other assignments.

Already in operation on a relatively small, experimental scale, the plan is being slipped into high gear, officers at Miami said, to relieve regular Coast Guardsmen for combat duty, since there is an increasing need for able bodied men to man transports, escort and patrol vessels, landing craft, etc. Each reservist will free such a man for active duty afloat.

Physical qualifications for temporary reserve duty will, in most cases, consist of ability to perform duties assigned, but applicants must be more than 18 years of age. Accepted boat owners will be placed in command of their own craft, and operating expenses (while on duty) will be paid by the government. If a man knows nothing about boating, the Coast Guard will provide instruction.

▶ Perhaps the oddest CGA vessels now in service are the gill net boats which are owned by hundreds of West Coast fishermen who compose many of the flotillas dotting the Washington and Oregon coasts.

They are unique in design and are excellent for CGA use in those areas because they are of shallow draft and can be used where it would be impossible to take the conventional type of vessel. Because they are wide of beam and capable of carrying heavy loads, they can be used for transporting civilians and armed personnel across the many shallow harbors and bays which characterize the coast of the Northwest. Some of these boats are capable of relatively high speeds. Ranging in length from 26 to 33 feet over all, they can be readily loaded on trucks or flatcars. In cases of emergency, they could be quickly transported to areas where they would be most needed.

▶ Members of Flotilla 3, Division 5, of the Fifth Naval District, have just completed a training film showing the methods used in decontamination work. Outlining the entire procedure to be followed in such situations, the film will be used not only in Auxiliary educational programs but in Coast Guard training as well. All rôles in the film were played by CGA members, and all of the many vessels employed were Auxiliary craft.

An incident in the filming of the "Decontamination Short" which was enacted and produced by Flotilla 3, Division 5, of the Auxiliary of the Fifth Naval District. Here the crew of a stricken vessel is removed to the decontamination ship. Official U. S. Coast Guard photo

Bayshore Photo Studio

Skippers and crews who competed in the 22nd Star Class Championships at Bayshore, L. I.

THE 1943 STAR CHAMPIONSHIPS

▶ When Carlos De Cardenas, of Cuba, passed the committee boat to win the fourth race of the World's Star Class Championship by ten lengths, he said: "This is the fastest damn boat I've ever sailed," but when Bill Picken finished thirteenth on the second day he said: "There's nothing wrong with this boat." Both these remarks are not only typical of crack Star sailors but also of the great interest aroused by the exchange of boats in this unique series.

For those who like to study the variable factors involved in any given series of yacht races, the International Star Class Championship, sponsored by the Bay Shore Yacht Club and held in Great South Bay, Long Island, the week of August 23rd, provides rich material.

Here were assembled the top skippers from nineteen Star fleets as widely dispersed as Venezuela, Cuba, Cape Ann, and San Diego. Each contestant and crew brought only their own sails, boats were provided by the local fleet. Five races were sailed. No contestant was allowed to sail the same yacht twice, nor could the skippers from nearby fleets who loaned their boats race their own. Before the first race on August 24th, the boats were divided on their records into Classes A and B. The ten A boats were mainly those built within the past two or three years. The B boats were older and, on their records, slower. The skippers were then divided into two groups by lot, one group drawing A boats for the first contest, the other drawing B boats. This drawing was reversed for the second race and repeated for the third and fourth. Drawings took place at 10:30 a.m. each day, thus giving each skipper a chance to tune up his boat.

On the last day, the ten skippers who were leading on points were allotted the ten Stars which had up to then made the best showing. All nineteen boats were raced, however, and a prize was given for the winner of the B group.

Certainly, in the opinion of the writer, such a scramble of factors should produce a true champion, one who could take any boat given him and make her go well enough to be at or near the top in every race. And so it proved. Twenty-three-year-old Arthur Deacon, from the Larchmont Yacht Club, who has been knocking at the door of fame for several years, was the winner. He was never better than third nor worse than fifth. He made every boat, A or B, go consistently up wind and down. He made few mistakes and was favored by no more than average racing luck. Deacon is, with one exception, the youngest skipper ever to win the Star Class Championship. His crew was Perry R. Roehm, also of the Western Long Island Sound fleet.

▶ The first race was sailed in knockdown weather. Shallow Great South Bay was whipped by a 20-knot breeze out of the southwest and the chop was devastating to those unfamiliar with these waters. Strangely enough, those two long-time rivals, Harold Halsted, of Moriches Bay, and Bill Picken, of great South Bay, drew each other's boats and in this typical South Bay weather outdistanced the rest of the fleet by three minutes. They were always in front on the twice-around windward and leeward course. Both contestants kept well inshore and Picken, sailing *Chuckle V* with Joe Forrington tending jib sheets, finally crossed the finish line some seconds more than a minute ahead of Halsted in *Fo-Fo*. Carlos De Cardenas, of the Flota De La Habana, who seemed to like the dusty going, came in third with a B boat and thus became an immediate threat for the championship.

A. M. Deacon, right, and his crew Perry Roehm, winners of the 1943 championship

Unfortunately, *Gull*, formerly Frank Campbell's *Rascal*, which made such a spectacular record on Long Island Sound two years ago and is now owned by Horace Havemeyer, new Atlantic Coast champion, was dismasted before the first race started and did not appear again in the series. *Flash Too's* mast also went but she came back with a new rig for the next race. *Challenge III* was substituted for *Gull*. As one craft after another met disaster, Bellport's promising farmer, Ted Everitt, who had the responsibility for providing enough boats as well as being chairman of the race committee, added many gray hairs to his already mottled thatch. The repair committee, consisting of Ed Eyre, owner of *Flying Colors*, and anyone who would help, worked practically all night and all the next morning to put the fleet back in shape.

▶ Wednesday, the weather was entirely different although the gentle breeze was still out of the southwest. A triangular course was chosen with a beat for the first leg. After a split second start, De Cardenas, sailing *Peace*, kept the fleet well covered and was never headed. In the light, shifting breeze he played every puff to maintain a comfortable lead. Paul Smart, in *Flying Colors*, threatened throughout but could never quite get through. Art Deacon was third in *Fo-Fo*.

On Thursday, the wind, still light in spite of storm warnings, had shifted to the

(Continued on page 82)

THE MONTH IN YACHTING

The Coast Guard station at Cleveland, Ohio, is a fine example of modern architecture

"ZORRA" WINS PC CHAMPIONSHIP

▶ The PC Class, the "hottest" on the Pacific Coast, has had victors well spread out through the fleet, no one or two boats enjoying monopoly of first places during the ten years the class has been racing. Recently, however, *Zorra*, the blue *PC 27*, has been winning with regularity. She is skippered by John Fox and Ashley Bown, the latter with a deserved reputation for tuning and handling all types of racing craft. In the series completed just before the championship meet, sailed in San Diego Harbor, *Zorra* took 22 firsts and two seconds out of 24 starts, Roger Bryan's *Minx* taking the two firsts in the George Kettenberg Series. In another regatta, *Zorra* wound up at the tail end of the fleet.

Naturally, none of the Pearl Harbor PC's turned up nor did those from San Francisco or Newport Harbor, though the two latter fleets were technically represented and a Los Angeles skipper, Ed Giddings, in *Windy*, did some part time racing. Mrs. Jean Godwin, the only feminine entry, came down from San Francisco to sail her *La Cucaracha*, now based in San Diego Harbor. Herb Erickson, of Newport Harbor, also raced in another local boat.

The first race was somewhat fluky, the breeze being extremely light, but *Zorra* got away from the rest soon after the mark was rounded and led at the finish, followed by *Minx* and *Windy*. The second race was a repetition of the first, the boats changing position several times but the same three leading at the finish, in the same order.

Eleven boats came out for the final race, run in a fresh wind. On the long spinnaker run, Art Heilbron's *Anahuac* and *Zorra* drew away from the fleet and staged their own race, *Zorra* winning her third straight contest with a total score of 33¾ points. *Minx* wound up with 26½ and *Windy* scored 25.

CURTIS ZAHN

NEENAH-NODAWAY Y.C. TAKES THE V-12'S TO SEA

▶ During the past season, the Neenah-Nodaway Y.C., of Neenah, Wis., has given a practical demonstration of how an energetic yacht club can contribute to the war effort once its members set their minds to it. When Lawrence College, of Appleton, Wis., enrolled some 300 V-12 students, club members saw an opportunity to pitch in and help in the Navy's educational program.

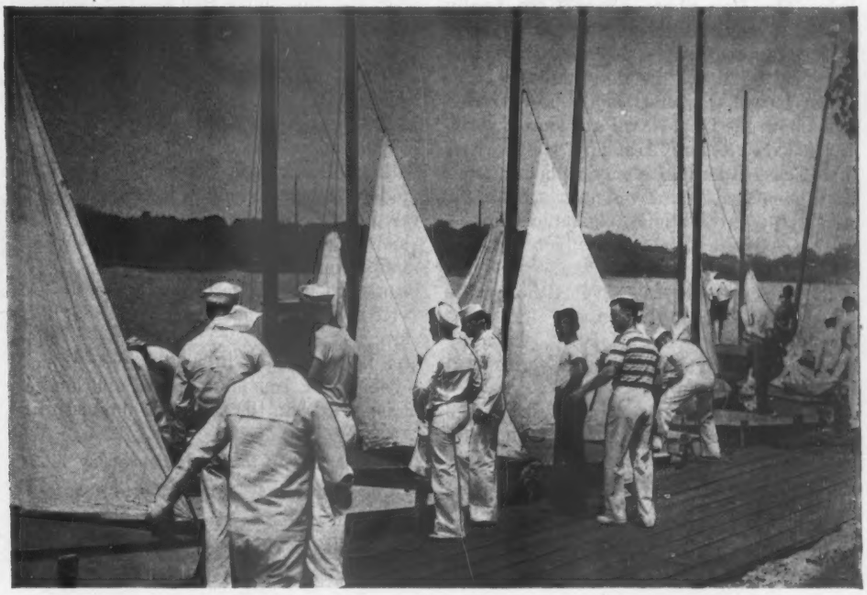
The objective was to give the students some first hand experience in boat handling. Taking stock of the club's fleet, they found that they had an impressive aggregation of boats, which would be ideal for the purpose. Thereafter, the Board of Directors of the yacht club met with the college and Naval authorities and it was decided that each member would endeavor to take out a minimum of two men during each of the season's races. The plan called for the owner of each boat acquainting the visitor-crew with elementary rules of the road, the various gear, different points of sailing and any other information which seemed pertinent.

It was felt that if 50 of the students showed an interest in the plan, the project would be well worth while. But, after the plan was presented to the students, it developed that instead of the hoped for 50 signing up, approximately 175 asked to participate. Since that time, the program has flourished, and Lake Winnebago has been a scene of unparalled nautical activity.

SOUTHERN Y.C. WINS LIPTON CUP

▶ The Southern Yacht Club, of New Orleans, captured the 1943 Sir Thomas Lipton Cup interclub Fish Class championship series sailed at Pensacola September 4th, 5th and 6th. Each club has now won seven Lipton series and tied for two in the 23-year history of the event.

The S.Y.C. victory this year was its sixth straight. The New Orleans club totaled 35 points in the four races, the Biloxi Yacht Club scored 31 and the St. Petersburg Yacht Club 27. The other clubs finished as follows: Buccaneer Yacht Club, Mobile, and Pensacola Yacht Club, tied for fourth with 23 points each; St. Andrews Bay Yacht Club, 20; Gulfport Yacht Club, 19; Pass Christian Yacht Club, 18; Mobile Yacht Club, 16, and U. S. Naval Air Station, Pensacola, 9. All but two active member clubs of the Gulf Y.A. participated in the series. The two Texas members, Houston Yacht Club



The Neenah-Nodaway Y.C., on Lake Winnebago, has been taking out Navy V-12 students from Lawrence College, Appleton, for week-ends

Ernest Ratsey's Alden centerboard schooner "Wogg Too" on the American Y.C. cruise. A Six-Metre sail was used as a loose-footed main

and U. S. Naval Air Station, of Corpus Christi, did not enter.

Edwin G. Pinac, of the Southern Yacht Club, won the first race, leading from start to finish. Commodore Wallace Chapman, of Biloxi, followed Pinac across the finish line. Wallace Rifley, of St. Petersburg, won the second race, finishing well ahead of James Gibbons of the Southern Y.C. Warren Harris, of Mobile, took the third race, followed by Bill Lurton of Pensacola.

The final race, sailed in a stiff wind that capsized Floyd Davis's sloop from St. Andrews Bay Y.C., while in the lead, went to G. Eddie Moore, of Biloxi. Gilbert T. Gray, of Southern Y.C., came home in second place, and P. J. Nevers, of Gulfport, was third.

VAL J. FLANAGAN

ATLANTIC COAST STAR CHAMPIONSHIP

▶ Early last spring, when the question of the Atlantic Coast and International Star Class Championships was being discussed, there was a grave doubt in the minds of the officials as to whether the difficulties and reservations brought on by the war would allow either of these traditional events to be held. The Bay Shore Yacht Club finally agreed to stage both events if they could be held at approximately the same time. The approval of the U. S. Navy and the U. S. Coast Guard was first sought and secured when both the U. S. Naval Academy and the U. S. Coast Guard Academy sent entries. The Coast Guard Academy, which entered both events, also kindly sent two boats for use in the International Championship.

The Atlantic Coast Championship was held August 20th, 21st and 22nd, with three races instead of the usual five. Although the weather was mild throughout, the three South Shore skippers, Halsted, defending champion, Havemeyer, and Everitt had things all their own way.

On the final day, after a race in which the result was in doubt until the last minute, Havemeyer came from behind on the final reach to beat Halsted and win the championship by a single point, with Everitt third. Havemeyer's total point score was 35, Halsted's 34 and Everitt's 29.

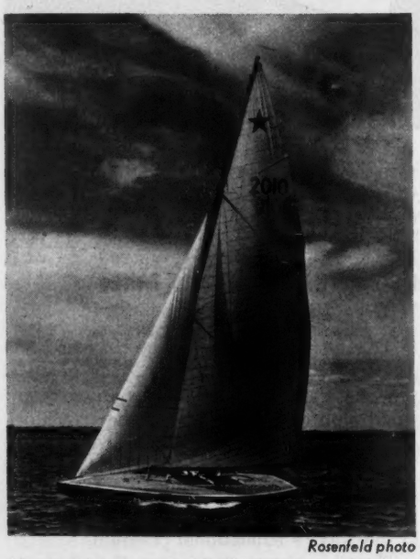
PAUL MAYNARD

G.C.A. RENDEZVOUS

▶ The Fall Rendezvous of the Cruising Club of America is scheduled for Saturday, October 9th, when the fleet will gather north of Sheffield Island, in the Norwalk Islands, Long Island Sound. On Sunday, Commodore Hobart Ford will entertain members and their guests at a "Family Chowder" at his place on Wilson's Point. On Monday, the fleet will sail to Lloyd's Harbor, where it will disband on the following day, October 12th.

NESTOR OF HIS CLUB

▶ Commodore H. L. Holden needs no introduction to the yachtsmen in the Chesapeake Bay region, and those who sail the Eastern Shore will be pleased to know that his portrait now joins those of his distinguished predecessors who helped to pilot that oldest yacht club in the state, the Chesapeake Bay Yacht Club. Along with the interesting prints, paintings and models which adorn the club



Rosenfeld photo

Horace Havemeyer's "Gull II," winner of the Atlantic Coast Star championship at Bay Shore, L. I.

rooms, it helps remind visitors of the days when yachting on the Bay was just becoming an organized sport. The many permanent trophies held by the club, including the Sir Thomas Lipton Cup for the Star Class, are convincing evidence of the members' interest in the sport of sailing.

Wide acquaintance and long association with small sail boat racing has made Commodore Holden a familiar figure at all regattas. For the past fifty years, it has been his chief club interest — especially in the promotion and encouragement of races for the beautiful Chesapeake Bay log canoes.

He is the senior member, the Nestor of his club; has always been active in its behalf, and has served it in nearly every official capacity. His constant interest and long experience explain the splendid administration of the club's affairs during his terms as Commodore, which came in the difficult years 1935–1939.

Senior member of the Chesapeake Bay Y.C. is ex-Commodore Leavenworth Holden who, for 50 years, has worked in the interest of this oldest club in the State of Maryland and of yachting on Chesapeake Bay

AMERICAN YACHT CLUB TAKES A CRUISE

▶ Probably not many yacht clubs would have tackled the problem of running a cruise in wartime but, having a young commodore (Fred Hibbard) with a sailing wife (Lorna Whittelsey Hibbard), a Regatta Chairman who doesn't know any better, the American Yacht Club took a chance. And it worked.

The cruise was planned with the objectives of complying with all wartime restrictions and keeping out of the way of all war activities. The runs were laid out with this in mind and, also, that the fleet would have the tide running out of the harbor each day when it started; that it would not go any farther east than Port Jefferson and would cause as little trouble to anyone as possible.

The daily runs were, starting August 8th, from Rye to Lloyds Harbor; Lloyds Harbor to Port Jefferson; Port Jefferson to Sheffield Island; Sheffield to Northport; Northport to Oyster Bay; Oyster Bay to Rye; disband.

It should have been remembered that the second week in August just hasn't any mind of its own. The result was that the fleet met a variety of weather and breezes that were all around the clock, with no good clear northwest days at all. These came in as soon as the sailors arrived home. But there was plenty of fun, with nice evenings, good singing fests and a more or less family party.

Seventeen boats took part in the racing runs, and three or four which did not race. These ranged from Cyril Harden's *Stumar*, Pehr Sparre's *Thirty-Square*, and Ed Raymond's ketch *Chantyman*, up to the Coastwise Cruisers, Bountys, New Week-Enders and a 43-foot Alden schooner which Ernest Ratsey is reconditioning, called *Wogg Too*. Ernest has ripped out her insides, cut six feet off the main boom and added a few cloths to a Six-Metre sail and used it as the mainsail — and she just went. John Alden was with Ernest, beaming like a schoolboy. There were a couple of Fisher's Island boats, one owned and sailed by Blunt White, the other belonging to Bigelow but sailed now by Hugh Kilmer. Stuart Kay had his Bounty out in front frequently.

Dick Hill had *Lucky Star* going as though she were hitched to a PT and led the fleet in point score. The Coastwise Class, in case you don't know it, has added a bowsprit and a lot more sail.

The first day from Rye started off in a light southerly which put the fleet well on its way to Lloyds Harbor by early afternoon. But here Æolus decided the fleet needed something better and pushed them good and proper off Lloyds Neck with a good hard squall. Six of seven boats lost sails, ranging from jibs to mainsails. They looked as though they had been in a fight as they limped in.

It looked as if this would be the end of the cruise for many skippers, but Ernest Ratsey got busy on the telephone and, by the following morning, a truck arrived from his loft at City Island filled with an assortment of spare sails. Thus, every boat that had suffered was fitted out with some kind of sail to take the place of those blown out. So everyone could continue the cruise.

Tuesday, the fleet had a grand sail across the Sound to Sheffield Island, where Hobey Ford, Commodore of the Cruising Club, and ex-Commodore Bright Lord, extended hospitalities, as did the Norwalk Yacht Club. Then back across the Sound to Northport the next day, and to Oyster Bay the day following, where the Seawanhaka Yacht Club planned a dinner for all hands, who were welcomed by George Roosevelt and Duncan Sterling.

Who won the various day's races doesn't matter much now. Alternate boats were used by the committee so that everyone had a chance to do some racing, while Roger Sherman did most of the clocking at the finishes. In this way, the burden of race committee work was distributed. After the race to Oyster Bay, no one could be found the next morning who cared much to race back to Rye, so everyone hoisted sail when he pleased and headed for home at will.

It was a pleasant and a happy cruise and shows what can be done, even in wartime and in restricted waters when there is a will to cruise.

F. A. Bradley, Jr.

"WIND SONG" WINS AT VERMILION

▶ The first annual race for the Commodore Brown Perpetual Trophy was sailed from Put-in Bay to Vermilion, Ohio, on August 12th, the day after the close of the ILYA regatta. Twenty boats were entered and 17 started. The race is open to all sail boats, regardless of size, which competed in the ILYA meet, handicaps being computed from the elapsed times at Put-in Bay. Boats were started on their handicaps, the first home being the winner.

Wind Song, C. B. Seifert, of the Toledo Y.C., won; the Trivet *Playboy*, A. O. Wahters, of the Cleveland Y.C., was close astern, followed by another Week-Ender, N. C. Foster's *Florence D*, also from Cleveland.

Gordon K. Douglass

CALENDAR

Inter-Collegiate Tentative Fall Schedule, 1943

October 3 — Sixth Semiannual Greater Boston Championships for the Rudolf O. Oberg Trophy at M.I.T.
October 3 — Fourth Annual I.C.Y.R.A. Freshman Dinghy Championships at Coast Guard (Open event).
October 10 — Coast Guard Regatta at Coast Guard, Coast Guard, Harvard, M.I.T. and Yale.
October 24 — Eleventh Annual Jack Wood Trophy Regatta at Harvard (M.I.T.) (Brown, Dartmouth, Harvard, M.I.T.)
October 24 — Tenth Semiannual New England Associate Member Championships, at M.I.T. (B.C., Bowdoin, Holy Cross, W.P.I., and R.I.S.)
October 30–31 — Third Annual Schell Trophy Invitation Regatta at M.I.T. (Open event).
November 7 — Eighth Annual Brown Fall Invitation Regatta, at Brown.

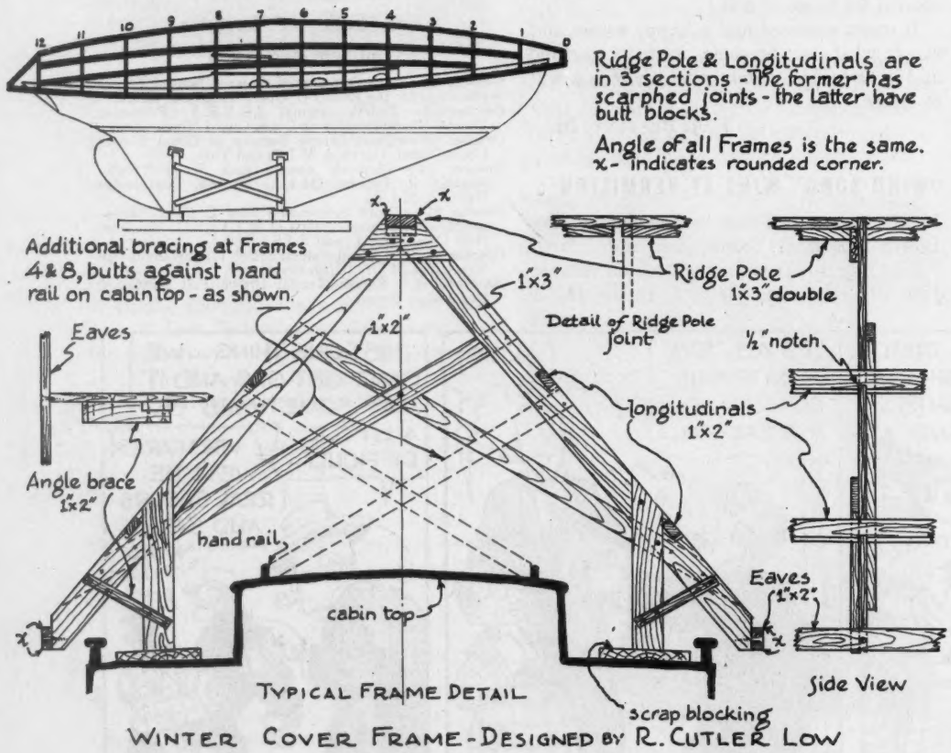
COME CRUISING AS MY GUESTS ~ JUST THINK ~ BILLOWING SAILS, TAUT SHEETS, SPARKLING SEAS ~ MOONLIT NIGHTS ~ LONG, LAZY DAYS IN THE SUN AND GOOD TALK IN A SNUG CABIN AT NIGHT ~ WE SAIL SATURDAY
LI'MMM
DROOL
IT'S ALL TOO WONDERFUL ~ CONRAD, YOU'RE A REAL PAL!
SKIBO!
SOB SOB
JUST ONE THING ~ WE CAN'T GET GAS AND IT MAY SOMETIMES BE A LITTLE DIFFICULT ~
WHO CARES! WE'LL BE REAL SAILORS AND SAIL!
YO HO YO HO
WELL, I WARNED 'EM
MARINE
HARNESS SADDLES BUGGY WHIPS
MARINE ST.
EXTRA LONG
THAT ONE
SIMON LEGREE SPECIAL
BUGGY WHIPS
DARRELL McCLURE

Cautious Conrad Ships a Crew

"GADGETS & GILHICKIES"

A Fine Winter Cover

▶ This is the time of year when it seems appropriate to consider the question of winter covers. Fortunately, R. Cutler Low, of Hingham, Mass., owner of the 34′ 6″ yawl *Ducky*, has sent in drawings of a cover for a typical auxiliary of medium size and they are reproduced below. In addition to the clear drawings, Mr. Low has also sent certain interesting comments and explanations.


Ridge Pole & Longitudinals are in 3 sections - The former has scarphed joints - the latter have butt blocks.
Angle of all Frames is the same.
x - indicates rounded corner.
Additional bracing at Frames 4 & 8, butts against hand rail on cabin top - as shown.
Eaves
1"x2"
Angle brace 1"x2"
hand rail
cabin top
1"x3"
Ridge Pole 1"x3" double
Detail of Ridge Pole joint
½" notch
longitudinals 1"x2"
Eaves 1"x2"
scrap blocking
TYPICAL FRAME DETAIL
Side View

WINTER COVER FRAME - DESIGNED BY R. CUTLER LOW

The wooden framework that Mr. Low describes is built entirely of standard lumber sizes, pine or fir being suitable. The latter probably is to be preferred because it is usually possible to obtain planks that are almost entirely free of knots in fir while the cheaper grades of white pine are very likely to be filled with knots. All fastenings should be 1½″ No. 10 flat head wood screws. They should be staggered, as indicated in the drawing, so that they do not come in the same grain of the wood, as this is likely to cause splits. It might be wise to fasten the eaves to the frames with No. 8 screws for the first couple of seasons, increasing the size in later years as the holes become worn.

Once the angular frames are completed, this framework should last indefinitely since the units are fastened with screws and should, of course, be painted and numbered to make re-assembly easy. The ridgepole and the two longitudinal stringers on each side are not fastened to the angle frames, except at their ends, where lashings of marline should suffice, although screws might be used if preferred. These members depend for maintaining their appointed positions upon the notches into which they fit. In cutting the notches in the stringers, cut in only sufficiently to assure their staying-put but not far enough to weaken them; about ½″ should be enough. The notches in the ridgepole are made by fitting short doubling pieces between each frame, as indicated. These pieces will also serve as butt blocks where the joints come in the long upper member. The only fore-and-aft members which are secured to the angular frames with screws are the eaves, but there is no reason why such fastenings cannot be put in and removed for a good many seasons before new holes are needed, if care is used not to split or otherwise damage the pieces.

At the bow, a short, temporary bowsprit is fitted to which the forward end of the ridgepole is secured. It may be necessary to introduce a short vertical piece on the outer end of this 'sprit in order to permit the ridgepole to make a fair curve. Lashings or screws should be used here. While the stern framing is not shown in detail, the profile drawing will suffice to give the idea and the working out of its details should be simple enough.

When the framework has been erected, it should be gone over from stem to stern with a small plane, coarse sandpaper or some other suitable tool, and all the sharp corners rounded off just to make sure that the winter winds will not rip holes in your canvas cover. It is not a bad idea to make protecting pads for the points of excessive wear; such pads can be made from any old, clean rags that are available.

Mr. Low suggests that a cover composed of a number of tarpaulins is much easier to handle and to stow than one made in one piece, which is the usual practice. I have never had any experience with a cover such as the one he recommends but the idea seems to me to have a great deal of merit, as anyone who has wrestled with a clumsy, heavy bundle of canvas in a whipping fall wind will agree.

One of the principal virtues of this cover is the fine ventilation that it allows. Mr. Low's 10 oz. canvas reaches to 1′ below the water line where it is fitted with a puckering line in the hem. This will not, of course, be set up tight enough to shut off the free circulation of air to the interior and the overhanging eaves, which hold the canvas well away from the topsides, will assure plenty of circulation. In addition, the designer has provided a sheet metal ventilator in his cover between the fifth and sixth frames. I, personally, do not favor the puckering line but prefer to make my holding down lines fast to parts of the boat's cradle in such a way as to allow a free circulation of air under the canvas. It is well to have the cover extend well down the hull to prevent the heat of the sun from drying out your planking, causing calking and fastening to become loosened in time.

A Timely Suggestion

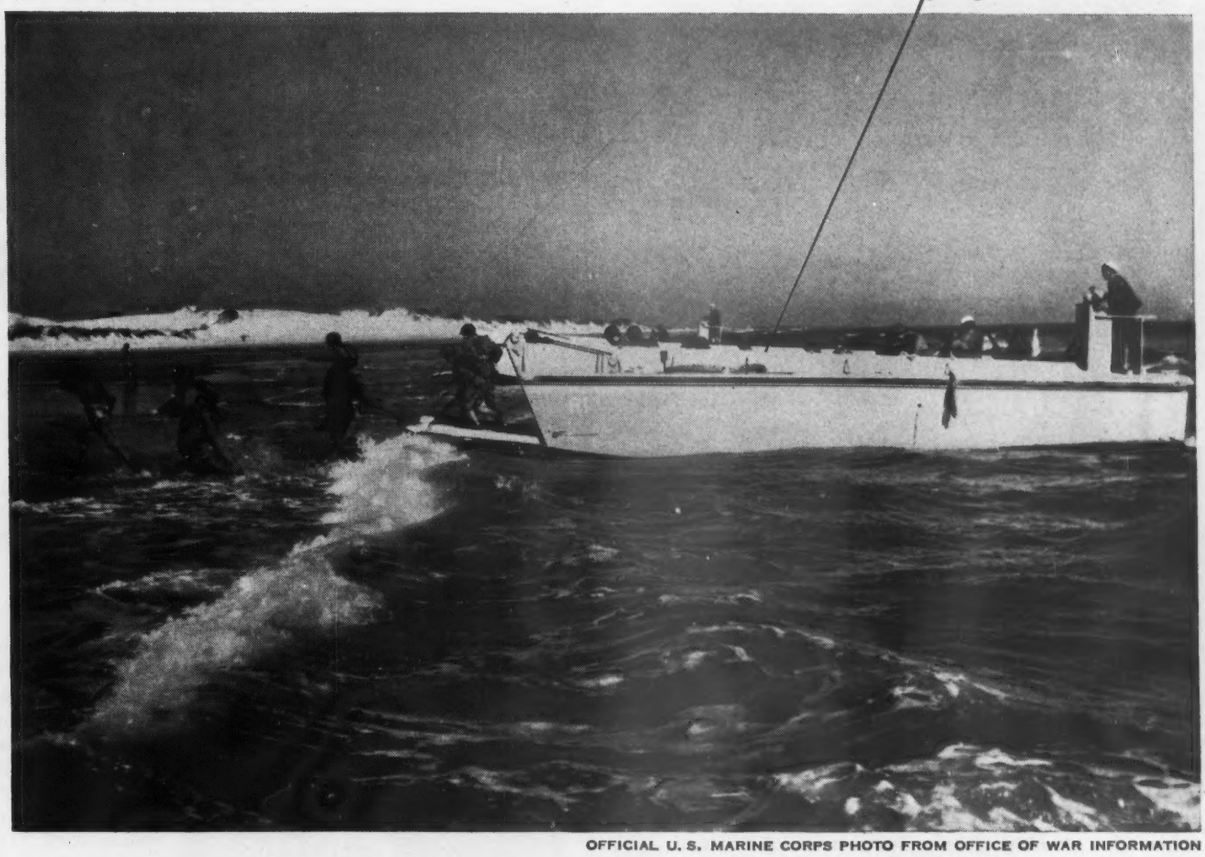
▶ Now that the season of winter gales is fast approaching, the suggestion sent to me by Lieut. John L. Bender, USCGR., while not a gadget nor yet a gilhickie is, nevertheless, a mighty timely idea. He says: "To keep wind-driven rain, snow, spray, etc., out of your eyes when you are trying to look into the wind, put the large end of a megaphone over your face and look out of the small end. The shape of the megaphone will take care of the rest, as the wind blowing by it will carry rain, snow and even hail clear of the small opening. Not only the eyes but the whole face is protected from the storm, and the eyes can be kept wide open instead of half shut. The field of vision is, of course, cut down, but the range of vision will be the range of visibility."

Now it occurred to me, after reading Lieut. Bender's suggestion, that it would be a simple matter to design a gadget intended especially for the purpose of protecting winter lookouts. It could be made from fiber, sheet metal, plastics or any number of suitable materials. Instead of having the usual orifice of the megaphone, it would be made with a long slot, perhaps 8″ long and about 1″ wide. The large end could be the same as that of a megaphone, to fit over the face, but with a slot to peer through, instead of a small hole, the field of vision could be quite unrestricted. The unit might be equipped with a suitable strap so that it could be fitted to the head of the lookout, freeing his hands for other purposes. It is from simple little ideas like this that great results sometimes eventuate. Is it too much to suppose that a lookout equipped with one of the Bender face protectors was able, because of its protection, to spot a periscope and save a ship?

HAM DE FONTAINE

CHAMPION SPARK PLUGS

are with our armed forces in every invasion front, because Champions and dependable ignition are synonymous.



OFFICIAL U. S. MARINE CORPS PHOTO FROM OFFICE OF WAR INFORMATION

With lives of our soldiers, sailors or marines at stake nothing can be, or is, left to chance. When invasion boats come in to secure a beach-head, the deep and unfaltering throb of their marine engines is a reassuring sound to the men who man them.

Champion Spark Plugs have an unequalled reputation for dependability, and today they are living up to that reputation as never before, under conditions without parallel in peace times.

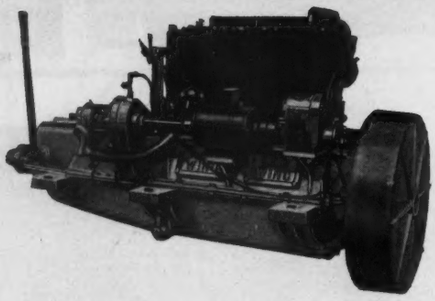
The finest research and workmanship, the finest in materials and design, engineering facilities without equal in the spark plug field are back of every Champion Spark Plug. The great bulk of our production goes to our armed forces, but when the Victory is won and peace returns Champions will more than ever be the overwhelming favorites for every marine engine.

BACK THE ATTACK—WITH WAR BONDS

Red Wing Marine ENGINES

for Buoy Boats of the

U.S. NAVY



MODEL "B" 32-40 HP.

● Mine fields, channels, etc., must be carefully marked. And the Navy's 38′ Buoy Boats are doing those duties for which they are specifically designed. Many of them have Model B Red Wing Engines—32 to 40 hp., 4 cyl., 4½″ bore x 5″ stroke, 318 cu. in. displ. Stamina was a basic principle of this engine's original design. 25 years' experience in building engines for pleasure cruisers and commercial boats of many types have proved that stamina and improved the sea-going dependability of present design. Full power capacity, speed and smoothness give it preference for wartime uses. After the war the Red Wing "B" will be even better — ready for your every use.

ENGINES AVAILABLE FOR ESSENTIAL USE

20 Gasoline Models, 8 hp. to 125 hp.
Spark Diesel Types, 42 hp. to 125 hp.

Get the latest Red Wing Catalog

DISTRIBUTORS:

Verrier, Eddy, 201 E. 12th St., New York City
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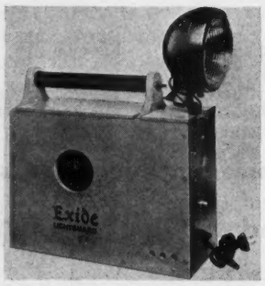
RED WING Marine ENGINES
RED WING MOTOR CO. RED WING, MINN.

WATERFRONT NEWS

By "BEACHCOMBER"

LIFEGUARD EMERGENCY LIGHTING UNIT

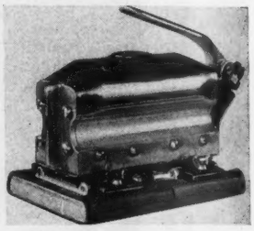
▶ Requiring no fixtures or wiring other than plug-in connections to the AC supply, the new Exide Lifeguard Emergency Lighting Unit will prove invaluable to shipyards and other war plants where wartime activity has increased the potential dangers resulting from power line failure, fires and sabotage.



This new light throws a beam 50 ft. wide a distance of 150 to 200 ft., covering an area of 7500 sq. ft. It operates instantly and automatically without touching a switch. The only maintenance required is the occasional adding of water. Recharging is done automatically by trickle charge and the state of charge is indicated by pilot balls. A self-contained unit weighing only 47 pounds, it measures 16½″ long by 6¼″ wide by 18″ high. The battery is a 3-cell Exide, type KZHGR-7, with thick plates assembled in a glass jar. The Electric Storage Battery Co., 19th St. and Allegheny Ave., Philadelphia, Pa.

HIGH SPEED, LIGHT WEIGHT SANDER

▶ Designed for all types of hand sanding and finishing operations is the new light weight, high speed Sundstrand Sander Model 1000. This compact machine weighs less than six pounds, has a speed of 3500 oscillations per minute, can be equipped with different types of sandpaper attachments for large or small, wide or narrow, flat or curved abrading surfaces on metal, wood, plastics or compositions.



Operation of the machine is obtained with pad movements started and controlled by a palm lever fitted at the top of the machine housing. No turning of "off" and "on" switches are required. When the machine is gripped to operate, the reciprocating action of pads starts; upon release, the machine automatically stops.

Opposed pad action and balance of moving parts eliminate all vibration and improve the qualities and uniformity of the finished product. Uniformity of the stroke and the high speed of the reciprocating pads materially increase the life of abrasive paper by keeping the paper surface free from material particles. Sundstrand Machine Tool Co., Rockford, Ill.

"TACKING" PLYWOOD WITH "RADIO NAILS"

▶ The "tacking" of plywood, plastics and other industrial materials with "radio nails," an almost instantaneous method of spot joining thin sections of material, is made possible by one of the newest electronic developments of the Radio Corporation of America.

The so called "radio nail" is a discharge of high frequency electric current which can be directed through a sheet of material, generating a quick and intense heat in its path. When two sheets of material are placed together with a coating of plastic glue between them, heat thus induced can be used to form a bond at the point of application. Resembling a short-barreled automatic pistol or a narrow-based electric flatiron in the two styles thus far designed, the "gun" or applicator is attached by a cable to a portable radio frequency generator. Maneuverability is enhanced by the use of a principle which makes it possible to locate both electrodes in the "muzzle" of the gun, whereas earlier dielectric heating devices have required passage of the material to be heated between two electrodes.

In the spot gluer, a pin extending lengthwise down the center of the barrel forms one electrode, while the casing of the barrel is the other. In operation, the muzzle is pressed against the material over the spot to be bonded and the current is applied by pressing the trigger.

Ship to Shore Delivery by *Higgins*-boat

Through enemy waters they speed to a transport's side, take on precious human cargo and deposit troops dryshod on the beach. Tanks, ammunition and supplies are ferried to shore the same way. Practically all these invasion boats were designed and built by Higgins, or under Higgins patents, expressly for the United Nations. Rugged, fast, distinctive in design and remarkably trouble-free in operation, they are indispensable to invasion. Features that have lifted the Higgins-boat to leadership in war today commend it to every exacting use of commerce tomorrow. The name Higgins on boats and other products will be the name to look for when the war is won.

ARMY E NAVY

Higgins

INDUSTRIES INCORPORATED

NEW ORLEANS

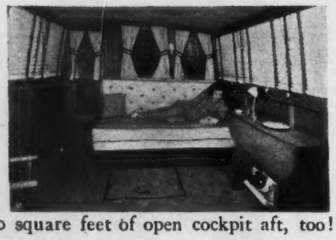
HUB OF THE AMERICAS

ORIGINATORS AND PATENTEES OF THE HIGGINS EUREKA LANDING BOATS

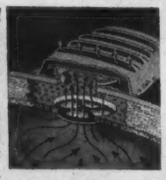
WORLD'S LARGEST BUILDERS OF BOATS

Once Aboard an Owens and You're Sold!

FROM the first glimpse, her graceful lines and gleaming mahogany will win you. And when you step aboard an Owens, see the roomy luxury built into her 30-foot hull, mister, you're sold! Her skipper will tell you (try and stop him!) about the closely spaced whiteoak ribs, mahogany planking, bolted keel unit, and other features that make her the stoutest, safest, 30-footer ever. But wait'll he takes you below!



Big Yacht Cabins: This is just *one* of the big, luxurious cabins. Up forward, there's another roomy, two-bunk cabin, a complete, modern galley and a spacious lavatory, all with six-foot headroom. What's more, Owens design provides ample locker space for clothes, linens, kitchen utensils, suitcases, supplies, etc. All this and 60 square feet of open cockpit aft, too!



Heat and Sound Insulation are standard on an Owens to insure maximum comfort at all times. Here the little sketch shows the thick roof of the main cabin with its insulation, and one of the cabin ventilators. All-weather, rain-tight, these ventilators create fresh air circulation even when the cabin is tightly locked. Features like this are typical of Owens care-in-construction.

Invasion starts at the big Owens plants, now building landing barges for the Navy and aircraft rescue boats for the Army. That's why you can't get a new Owens today. But after Victory we're planning the sweetest new cruiser ever. So save for it with War Bonds. Meanwhile, let us send you our pre-war literature. Write for folder Y, Owens Yacht Co., Baltimore, Md.

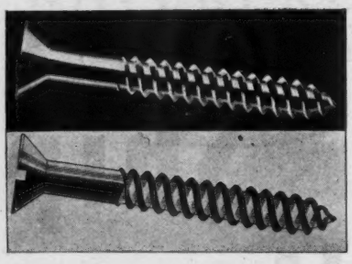
OWENS 30 ft.
The Ideal Cruiser

OWENS YACHT COMPANY, DUNDALK, BALTIMORE, MD.

Speed Victory...

BUY U.S. WAR BONDS AND STAMPS

TWIN THREAD SCREW FOR WOOD AND PLASTIC ASSEMBLIES

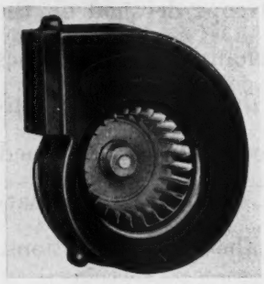


▶ A new, patented screw for wood, plastic and combination assemblies has just been introduced by The Blake and Johnson Co., Waterville, Conn. Registered as the Twin-Fast Screw, it presents patented features in shank, thread and point which are designed to effect faster, tighter and neater fastenings.

The Twin-Fast Screw has two parallel threads which start at opposite sides of the shank and terminate in a single, centered point. The twin-thread construction affords a far greater thread pitch than does the conventional screw, so that the driving speed is doubled. Yet the driving torque is only nominal, since the twin-thread construction provides the standard number of threads per inch.

An added advantage for plastic assemblies is that Twin-Fast Screws are self-tapping and cut their own clean, full threads. The Twin-Fast Screw is cylindrical in contour (not tapered) which results in greater strength. Equally important, the thread area is increased, providing more extensive contact, tighter seating, and greater holding power than with tapered screws. Because of this factor, shorter screws and even fewer screws often can be used in many instances. Twin-Fast Screws come in all standard sizes, in steel and brass, with round, flat and oval heads.

L-R BLOWER



▶ The L-R Manufacturing Co.'s No. 3 blower has been produced as a result of the wide acceptance given the firm's earlier model, the No. 2. This new unit has been developed to meet the need for a compact, light weight and efficient blower made from non-critical materials. Molded in one piece of high impact plastic, the No. 3 blower has a motor plate which adapts itself to various mounting methods and makes installation on any motor unusually quick and simple. L-R Manufacturing Co., Blower Division, Torrington, Conn.

SOMETHING NEW IN SEA BOOTS

▶ The Navy has recently announced a new type of sea boot developed by the United States Rubber Co. which will do much to solve the footwear problem for the post-war yachtsman. Not only is it wide and roomy, but it also has both a cleated heel which is over ½-inch in addition to the non-skid Sperry Top-Sider sole. Note that this boot provides for lacing. United States Rubber Co., Rockefeller Center, New York.

REMOTE READING WEATHERVANE

▶ An accurate and sensitive remote-reading weathervane for marine or home installation has been produced by the Kenyon Instrument Co., Inc., Huntington, L. I. The Kenyon Wind Direction Indicator is produced in two forms, marine and terrestrial.

The marine model, designed as a special navigational instrument for sailing craft, provides the helmsman with a simple, direct and accurate means of determining the relation between the wind's direction and his course. By utilizing the pointer and dial system, it permits far more accurate readings of wind direction than the conventional fly. The Wind Direction Indicator is composed of three units: the transmitter, the indicator and the calibration panel. The electric energy required for the operation of the instrument is a single No. 6 dry cell. Used continuously, the battery will last approximately six weeks. With the usual intermittent operation, the battery should last one or two seasons.

The terrestrial model differs from the marine model in only a few minor details. The transmitter is not suspended in gimbals but is rigidly fastened to the mounting tube. Conventional compass points and degrees replace the graduations shown on the marine instrument.

The Kenyon Wind Direction Indicator, when used with its companion piece, the Kenyon Anemometer, provides a complete record and analysis of wind conditions.

A Lift from the Front at Guadalcanal

FOR all its grimness, modern war is merciful to our wounded. The life-giving miracle of blood plasma*... the swift, efficient treatment behind the lines... plus speedy transport to finely-equipped base hospitals... result in an incredibly high portion of recoveries among even desperately stricken men.

Speedy Transport! It may be by giant transport plane, by ambulance or nimble-footed Jeep... or at jungle fronts in the South Pacific, by outboard-driven small craft threading narrow rivers, saving priceless hours between front lines and the base.

Evinrudes are busy at innumerable tasks for the Army and Navy, Marine Corps and Coast Guard ... driving swift assault boats... propelling pontons, lighters, ferries . . . powering huge rubber rafts, wherries, small craft of every type. After Victory there will again be Evinrudes for all who love the water... peacetime Evinrudes worthy of the traditions of their fighting forebears!

EVINRUDE MOTORS, *Milwaukee, Wisconsin*
Evinrude Motors of Canada, Peterboro, Canada

EVINRUDE
OUTBOARD MOTORS

**A pint of your blood can save the life of a wounded soldier or sailor. The need is constant, pressing. Call your local Red Cross Chapter for an appointment.*

8/27/43

Dear Sir:
Thank you for telling me that I can look forward to having one of your boats after the war is over. Meantime please keep my name on your list to get catalogue data. Dad says he's always wanted a Maine-built boat too.

Very truly yours,
D--- K--- K---
Cleveland, Ohio.

"Dear David: We will be thinking of you when we plan our peace-time boats and we will send you the first catalogue off the press. Our boats will more than live up to your and your Dad's expectations. Camden's post-war boats will be built true to Maine standards of craftsmanship — improved by 'know how' acquired building for our Uncle."

CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

CAMDEN, MAINE

"Member of Maine Boat Builders and Repairers Association"

CHESAPEAKE BAY CRABBING SKIFFS

(Continued from page 35)

about. The hulls built in the Crisfield area are usually easily identified by the amount of wood outside the plank ends at the bow; the stem is extremely wide fore and aft; this is to be seen in the example. As in nearly all Bay deadrise hulls, the stem is not rabbeted but an inside stem, or "stem liner," is used. When the hull is planked, the outside stem or cutwater is bolted on. Some of the more recently built "One Sail Bateaux" are ugly since they are without flare in the sides except at the extreme bow. This gives them a depressing, coffin-like appearance but it must be admitted that such boats often sail well. None of this type ever carries a bowsprit or any kind of a headsail. The largest boat of the "One Sail Bateaux" model that I have seen was 34′ over all but this seems to have been a freak length. Boats 24′ long are the most common size, and are used for scraping for crabs and for oyster tonging.

In Eastern Shore waters, during the crabbing season, the miniature skipjack, or "Crabbing Bateau," was once to be seen in huge numbers. Next to the log canoe, this type was the most popular small work boat from Tilghman's to Tangier. These yacht-like boats were neither true skiffs nor bateaux but combined the features of both. They ranged in size from 26′ to 29′ although in early years some 22′ to 26′ bateaux were built. The "Crabbing Bateaux" seem to have had no special type name other than this. In every respect, they were reduced scale copies of the larger oyster dredging bateaux, or "Skipjack," except that the Crabber had no permanent cabin trunk and was usually half-decked. All the headwork of the larger boats' cutwaters was retained. The rig was the same, except that the smaller boat omitted shrouds entirely. Today, this type is rapidly disappearing and the remnants of a once numerous fleet are wearing out at Deal's Island or nearby crabbing centers. At Deal's Island, these crabbers are used for both tonging and dredging for oysters; using a light hand-power dredge gear for the latter work.

One of the oldest examples of this type, and one of the prettiest that I have yet seen, is shown in Fig. 5. This boat, now an abandoned wreck, was built by an expert carpenter and was well finished in all respects. Only 22′ 6″ long, she was much smaller than the rest of her type to be seen today. I have been told by boatbuilders that bateaux of this size were once built to use a small "scrape" and for tonging and transportation in waters around some of the Bay islands. There was no means of dating the construction of this little boat but, as a guess, 1900 would not be many years away from the correct date. She was probably built somewhere in the vicinity of Deal's Island.

A more typical boat is shown in Fig. 6. This is a rather old boat, now a hulk, that was built at Oriole, a small village on the mainland near Deal's Island. Though rather cheaply built, she was not rough and had nicely carved and painted trail boards. Instead of the knightheads and open rail of the earlier Crabber, she has only a simple log rail. The useless but ornamental knightheads and hawse are replaced by a modern iron chock. This boat has her mast and board well forward; in the opinion of the man who had her last, she would be improved as a sailer if both were moved aft.

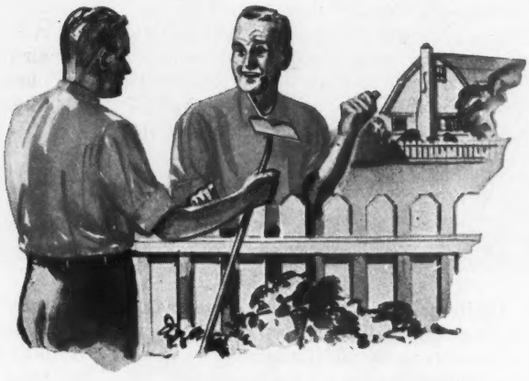
Fig. 7 is an example of the best and most recent "Crabbing Bateaux," a boat built near Pocomoke in 1918. She is somewhat better finished than the boat shown in Fig. 6 but, in general, is quite similar in construction. This boat has a relatively short run, it will be noticed, and a rather sharp bow. Though not originally designed for power, her relative fullness aft made her suitable for the installation of a small motor. When measured, this engine had long been removed. An offset shaft is often used when converting old sailing bateaux as it does not require cutting the drift bolts that hold the rather thin skegs together. The stuffing box is always at the inboard end of the shaft log. In some boats, the outer shaft bearing is of wood lined with water hose — a cheap "rubber bearing." The engines are supported by two heavy cross bearers, running from chine to chine; with short engine beds on top.

The construction midship section is shown on this plan and an idea of the size of scantlings used in these boats can be obtained from it. They are heavily built compared to yacht V-bottoms of the same general size designed for sailing. The strength of these Bay V-bottom hulls is to be traced to their heavy, hewn keelson, cut to the profile shape out of a crooked pine tree by broadaxe and plane. In the "Crabbing Bateaux," where there are no thwarts, the transverse strength is obtained by two "strongbacks." These are made of a heavy floor timber, usually siding 4″ and moulding 6″ in a 28′ hull, running from chine to chine and resting on top of the keelson, to which it is drift bolted. At the sides, knees are worked in from the top of these floor timbers to the gunwale. The top of the floor timber is usually at, or a little above, the top of the chine logs and the bottom edge is not shaped to the deadrise of the bottom; if deadrise requires, it may be notched for the top of the keelson as well as for the chine logs. One strongback is placed just abaft the mast and supports the partners. The other is well aft, about one-fourth the length of the boat from the transom. Often the after strong-

"The man's a damn genius"

"Sorry," Churchward said, "but you can't write any ads about what we're doing now. It's all war stuff—*strictly sub rosa.*"

Well, put yourself in our shoes. How would you like to be an advertising man with a great story to tell—and then not be able to tell it?



We made that protest to a neighbor of our client and he exclaimed "Nothing to talk about! Why, the man's a damn genius! Did you know Churchward holds more than two dozen welding patents? Did you know he's one of the men who has helped revolutionize welding? Did you know his shop is set up with the tools and know-how to make almost any welded product the public wants after this war? Did you know . . . "

"Keep your shirt on," we interrupted. "Thanks, you've written his ad for us. About all we need now is a welder, big as all daylight at the top of the page, smaller again at the bottom as a trademark, the Churchward business card and a reminder . . . *'If it's a welded product, consult Churchward'.*"

This is the ad. Our client's too modest to approve the headline, but then he's no advertising expert. Only a *welding expert!*

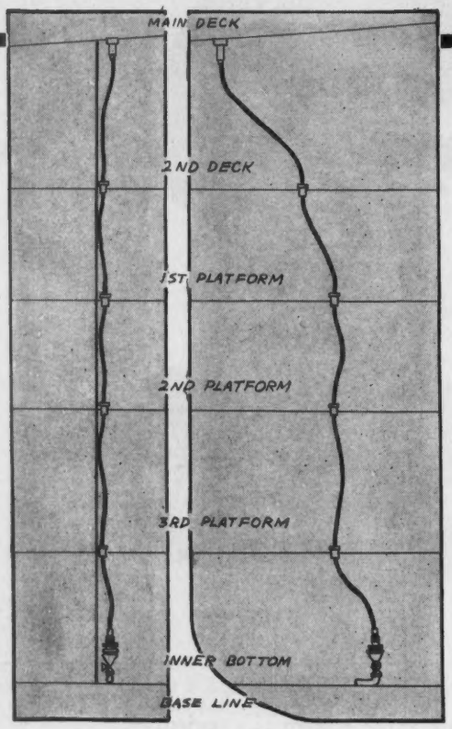
And this is *his* "sign-off"—

If it's a welded product, consult . . .

A Vital Safety Factor . . .

STOW REMOTE CONTROL FLEXIBLE SHAFTS

won't jam or turn hard in emergencies



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6. Cheaper to install and maintain

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AT LAST . . . positive acting remote controls that require no gears, no bearings, no universal joints; hence, that work freely and easily under all conditions.

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● We will gladly furnish, without obligation, Instruction Folder giving complete information about Stow Flexible Shafting for Remote Control. Or upon receipt of data, Stow engineers will submit recommendations on any design problem.

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37 Shear St.,
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Inventors and Developers of Flexible Shafting

back forms one of the cross bearers that support the engine beds. The foremost bearer is often tied together athwartships by a tie rod half way between chine and gunwale; this passes through planking and knees on each side and is forelocked at each end outside. A turnbuckle at the center line of the hull enables adjustments in tension to be made. Without these strongbacks, or without closely spaced deckbeams, the shoal hulls of the "Crabbing Bateaux" will work a great deal under sail, particularly when loaded. The long life of the Chesapeake Bay skipjacks under hard usage is due to the construction methods employed; the timber used is loblolly pine.

The skiffs and bateaux illustrated in these articles do not represent all the types to be found on the Bay. The Tangier model has been mentioned but no opportunity to take off the lines of a good example has arisen. The Western Shore of the Bay also has local types as yet unrecorded. One of the most common is the "Potomac River Dory-boat," a deadrise model usually planked lengthwise on frames; she has her chines carried quite high forward. This type is said to have been developed directly from the flat bottomed "Black Nancy" or "Hampton Flattie." In looks, the boats are much like the old Florida deadrise skiffs.

In view of the number of yachts of deadrise model built with the bottom planked lengthwise, it is interesting, perhaps, to find that only a relatively small proportion of the Chesapeake Bay-built V-bottom craft are so planked. The use of lengthwise planking is known to Bay builders, as has been shown in the Smith Island and Crisfield skiffs, so it must be assumed that the builders, generally, are convinced that the cross planking used gives the strongest hull with no loss in speed.

Before leaving the subject of skiffs, some of the latest built "Crabbing Bateaux" developed a feature that was later used in a few of the largest dredging bateaux. In these bateaux, the rabbet is fair from amidships to the transom, in a long flattened curve. The chines, however, are carried in a flat, almost horizontal, curve to the water line, where they break suddenly upward to high quarters at the transom. This is done to give a long run combined with sufficiently high quarters to prevent slapping and pounding. Another advantage obtained is increased carrying capacity. When light, the hulls on this model usually sail fast but when loaded they are less effective and show a tendency to drag.

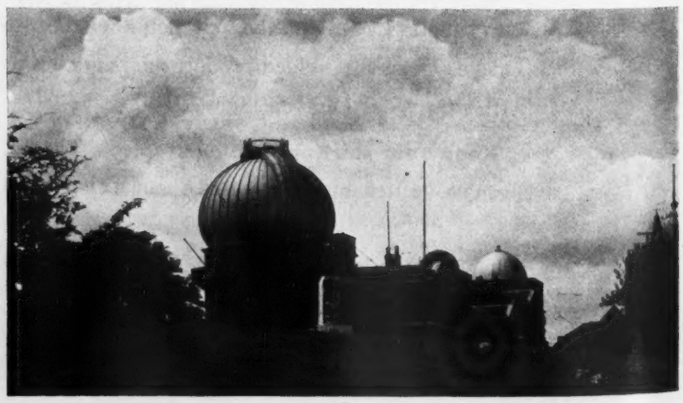
It is apparent that the Bay builders design boats to fit wholly local conditions, even in the comparatively narrow limits of the Chesapeake. This is one opportunity for future development in yacht design. The relatively low cost of the Chesapeake Bay types of V-bottom hull would give a sound basis for the application of such a development.

GREENWICH OBSERVATORY HAS HAD ITS DAY

(Continued from page 28)

Oddly, perhaps, these detriments have arisen in only the last quarter-century. The station occupied a good site when it was first erected in 1675, and no serious trouble from smoke was experienced until about 1920. Then there was a change for the worse and, since that time, conditions have grown progressively difficult. The percentage of "Z" days (days upon which observations are difficult or impossible to carry out) has increased.

The coming of peace will, of course, somewhat improve matters, for the temporarily-lapsed anti-smoke regulations will be reintroduced. But the experiences gained up to the outbreak of the Hitler War suggest that Greenwich Observatory can expect no reprieve, even under the New Peace. On the contrary, other handicaps are likely to return. Blackout conditions have been a boon to the astronomers, for the bugbear of night glare vanished when London's street lights and neon signs were banned. But their



Since its founding, Greenwich Observatory has computed and published astronomical tables for mariners

750 Ton Flapjack!

HISTORY was made when the destroyer escort, U.S.S. *Bunch*, was "rolled over" successfully at the Defoe Shipbuilding yards at Bay City, Michigan. For this was the first time a steel-welded ship more than 300 feet long and weighing over 700 tons had been built upside down.

The same engineering feat that made it possible to build the U.S.S. *Bunch* in record time is producing an ever increasing fleet of sister ships—many of which are already in service on the high seas.

Defoe's unique "flapjack trick" with ocean-going warships does away with conventional ship scaffolding and allows workers to stand over their job at all times. Defoe construction methods deliver *twice the production per man hour* resulting in *double the number of ships* built at *half the labor cost per vessel.*

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Founder Defoe Shipbuilding Co.

Resourcefulness in developing new methods and shortcuts to speed delivery of ships to the Navy is typical of Defoe engineering tradition. And when our fighting men and their allies have dealt a knockout to the Axis, the same competitive spirit, skilled workmanship and "know how" that are now setting records in producing for Victory, will be reflected in even greater values of Defoe products to serve peacetime America.

★ ★ ★

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Defoe workers take more than 10% of their pay in War Bonds

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Two White Star Renewal Citations now decorate the Navy "E" Award won by Defoe workers.

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Ships for Victory
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reappearance will create the old handicap, reflected glare from the sky.

A clear atmosphere and (in night work) an absence of reflected city lighting are vitally important to the astronomical work carried out at Greenwich, for meridional observations are the basis of the nautical tables, and these observations are taken from stars low in the sky. Yet, during recent years, Greenwich scientists have found difficulty in even locating such stars. Photographic work has been similarly affected.

Charles the Second, Sir Christopher Wren and John Flamsteed (the 17th century astronomer), were the leading lights responsible for establishing the observatory on Greenwich Hill. They were convinced that the future development of British shipping would be greatly assisted if navigators were given astronomical tables, so that longitude could be calculated easily at sea. Charles, therefore, made a gift of land in the grounds of his Greenwich Palace and provided some of the materials for the first small station there. He also made Flamsteed the first Astronomer Royal and instructed Wren to draw up the designs for the observatory.

Flamsteed was given £520 to cover the cost of the project, this sum being provided by the Admiralty from the sale of a quantity of spoiled gunpowder. But the astronomer was compelled to provide his own telescopes — and he received a salary of only £100 a year. Since that time, the amount paid to the successive Astronomers Royal has advanced to £1,500 a year — an indication of the extent to which the importance of the work has grown. It was while he was Astronomer Royal that Flamsteed produced his *magnum opus*, a catalog of the stars. Upon this catalog the research of later astronomers was largely based.

The first *Nautical Almanac* as we know it today (dated 1767) was not published by the Admiralty but by the Royal Astronomical Society. The job remained in the hands of that body until 1834, though the necessary observations for compiling the tables were made at Greenwich. Today, though the Nautical Almanac Office is in the West Country (at Bath), the astronomical data is still gathered at the London station.

An important allied station is at the Cape of Good Hope, and is, of course, concerned mainly with observations relating to navigation in the Southern Hemisphere. Various other astronomical centers coöperate with Greenwich, including the leading American observatories.

As every student knows, Greenwich is on the longitude line marked 0, but this honor is of comparatively recent origin, dating only from 1884. In that year, the delegates attending an international conference at Washington recommended that Greenwich be henceforward regarded as the universal prime meridian.

It is strange that, within 60 years of receiving that distinction, Greenwich Observatory is regarded as obsolete. Yet, though this famous station will shortly be replaced, its influence will continue.

WINTER LAY-UP

(Continued from page 19)

This was only another way of saying that a boat ought to retain a certain degree of moisture. Nor does this in any respect overlook good ventilation, a most important part of the picture. Incidentally, I never could figure out what really practical purpose an open transom served till I realized what an excellent air vent it made under a canvas cover. Natural moisture in the atmosphere along any waterfront probably supplies the essential needs of a boat, on shore as well as out on the water. That is, provided she enjoys proper protection from the sun, drying spring winds and all forms of artificial heat.

All in all, the winter lay-up has always been a problem in which individual circumstances and surroundings have the final say. The unusual complications of the present doubtless make this particular lay-up season more of an individual matter than ever before. But it can still be accepted as a general rule that, the better protected a boat is through the winter, the less work you'll have to do on her in the spring.

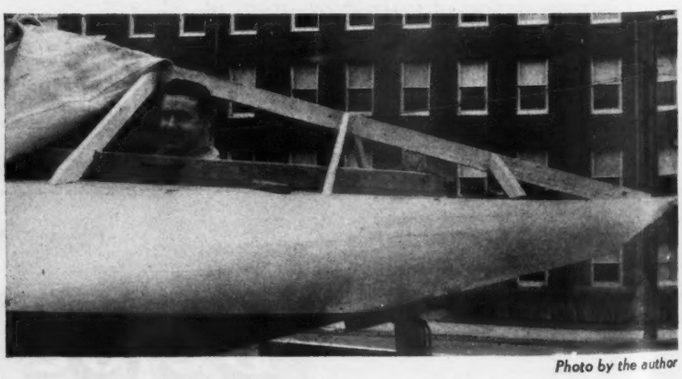
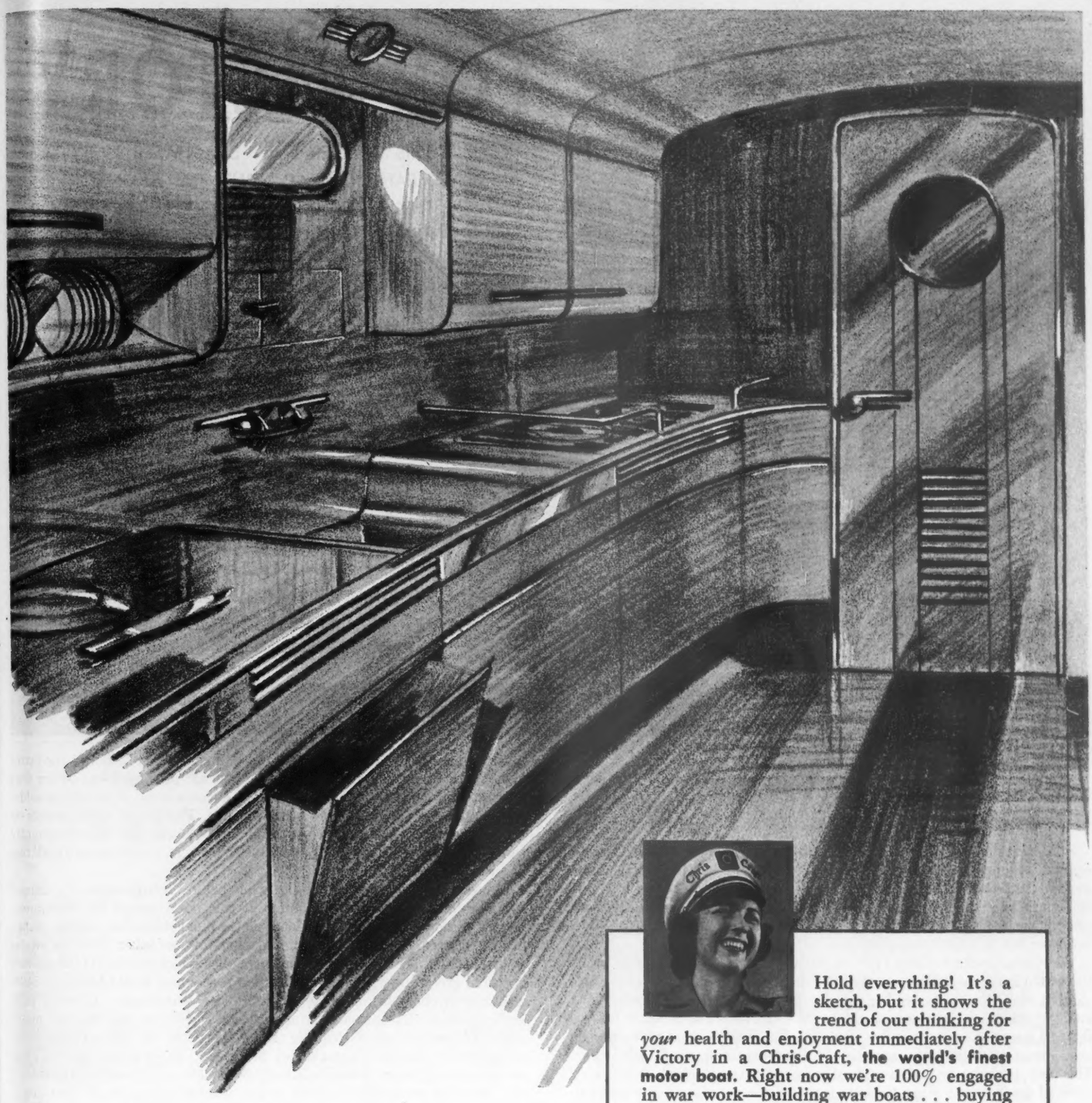


Photo by the author

A careful job of frame making to support the canvas cover



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THIS BURGER BUILT SUBCHASER IS BY NO MEANS "SCRAP," BUT THE SPONSOR OF THIS SLEEK PCS WAS GIVEN THE HONOR FOR WINNING A SCRAP METAL CONTEST.

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THERE IS NO SUCH THING AS DRY ROT!

(Continued from page 27)

While seasoning, wood should be kept off the ground and the skids on which it is supported should be of sound, non-infected material. The introduction into a boat of even small pieces of wood that have been allowed to lie about on the ground, and thus become infected, may be sufficient to infect the entire structure in time. Build your boat under a shed, if possible, and keep her dry until she is painted.

Tests, made with electrical meters, to a depth of 5/16" in planks below the water line, and little more than 1" thick, usually indicate a moisture content of 20 to 25 per cent — too dry to be liable to rot. Similar tests made to the outside surfaces of planks that had been out of water for less than 24 hours likewise gave low readings. The inner face of planking has been found most liable to decay along above-water seams in salt water. This may, perhaps, be traced to the drying out of the planking during long spells of dry weather, when the boat is not in use, permitting rain water to seep into the seams, where the combination of warmth and dampness creates ideal conditions for the germination of decay. In fresh water, it has been found that this condition may also exist below the water line. Fresh water seeping through joints in the waterways has been found to be particularly destructive and great care should always be taken to see that these seams are kept tight. Butt blocks in the planking, since they retard evaporation between themselves and the planks, are sometimes guilty of fostering the disease. End grain is particularly susceptible to rot if unprotected by a preservative, and the faying surfaces where planks and frames cross are also points of hazard. The obvious answer to this problem is to keep all joints tight. Painting or luting bolt holes and seams and over the heads of fastenings before they are caulked or plugged is thought to be a wise precaution. Bolts and other fastenings should be kept tight at all times to prevent dampness from seeping under their heads. Paint that has been allowed to build up to too great thickness, through years of painting and no burning off, may actually be a source of trouble; particularly if cracks or blisters permit the accumulation of dampness between the wood and the paint.

The use of sheet copper or brass to protect the tops of sampson posts, stem heads and similar exposed surfaces is believed to be a good precaution. The exposed surface should be thoroughly protected with varnish, paint, marine glue or some other filler before the metal is applied, and the latter should extend down the sides of the member for perhaps 1" to assure that no water will get underneath. Where the corners come, it is well to solder the joints after the metal has been installed. The use of metal sheets on masts to protect them from the chafing of boom and gaff jaws frequently causes rot, as it is practically impossible to prevent moisture accumulating at such points.

It has long been known that the space behind refrigerators is a danger spot, probably because the coolness at this point causes the dampness, usually present in sea air, to condense on the inner side of the ceiling, planking and frames. Particular care should, therefore, be taken that this area is well ventilated. The proper ventilation of oilskin lockers, chain lockers, etc., is also of great importance and an added precaution would be not to stow wet rope or chain below unless it is absolutely necessary. Allowing your anchor rode to dry out on deck may extend the life of your ship for many years. Failure to observe this rule may well account for the fact that decay so frequently starts in the eyes of the vessel. Experienced boatbuilders advise leaving frames and the inside of the planking unpainted on the theory that painting prevents the proper evaporation of any moisture that might accumulate here. If these areas are painted, a tiny fillet of paint is formed at the angle where the frame and the plank come together. Behind this fillet a pocket may form in which moisture can accumulate, thus starting decay of the faying surface between the frame and the plank.

Gratings in the cabin floor, fore and aft, aid circulation in the bilge and between the planking and ceiling. Care should be taken, however, that dirt is not allowed to fall through, as the resulting accumulation might start rot. A metal pan with a 1" lip all around, and of a size to cover the grating, if suspended an inch or two below the grating would allow the free circulation of air while catching any dirt that might fall through.

Ventilators are best located at the opposite corners of engine rooms and similar spaces to prevent formation of dead air pockets. Blowers are an additional aid. Rapid movement of air is not necessary but some movement at all times is desirable.

Certainly the application of a preservative treatment to a boat under construction would seem to be indicated as just common sense precaution. According to the Forest Products Laboratory, thoroughly effective preservative treatment requires that each member entering the boat be fitted and bored for fastenings before treatment. It would then be necessary to remove the piece and place it in a chamber, where it could be subjected to the preservative, under pressure, for the required time. This treatment,

A *hatband of ten dollar bills!*

Many a Jolly Tar in the War of 1812 had reason to be happy when his ship hit port. Members of America's privateering vessels worked for no pay, but split the values of the cargoes they captured.

Millions of dollars worth of merchandise were taken by these fearless commerce raiders . . . men from civilian life who thought nothing of attacking and taking armed warships. Sailors came home from the sea, says an historian, with hatbands made of $10 bills. Even more important, they were serving their country.

Today, civilian yachtsmen can also serve America, and do so with a tremendous sense of satisfaction . . . though the days of booty are long since gone. Volunteer to join the U. S. Coast Guard Temporary Reserve, and offer the use of your own boat to the Coast Guard or Navy. Keep your craft and its equipment shipshape. Then, remember that buying War Bonds will hasten the day when pleasure sailing will return.

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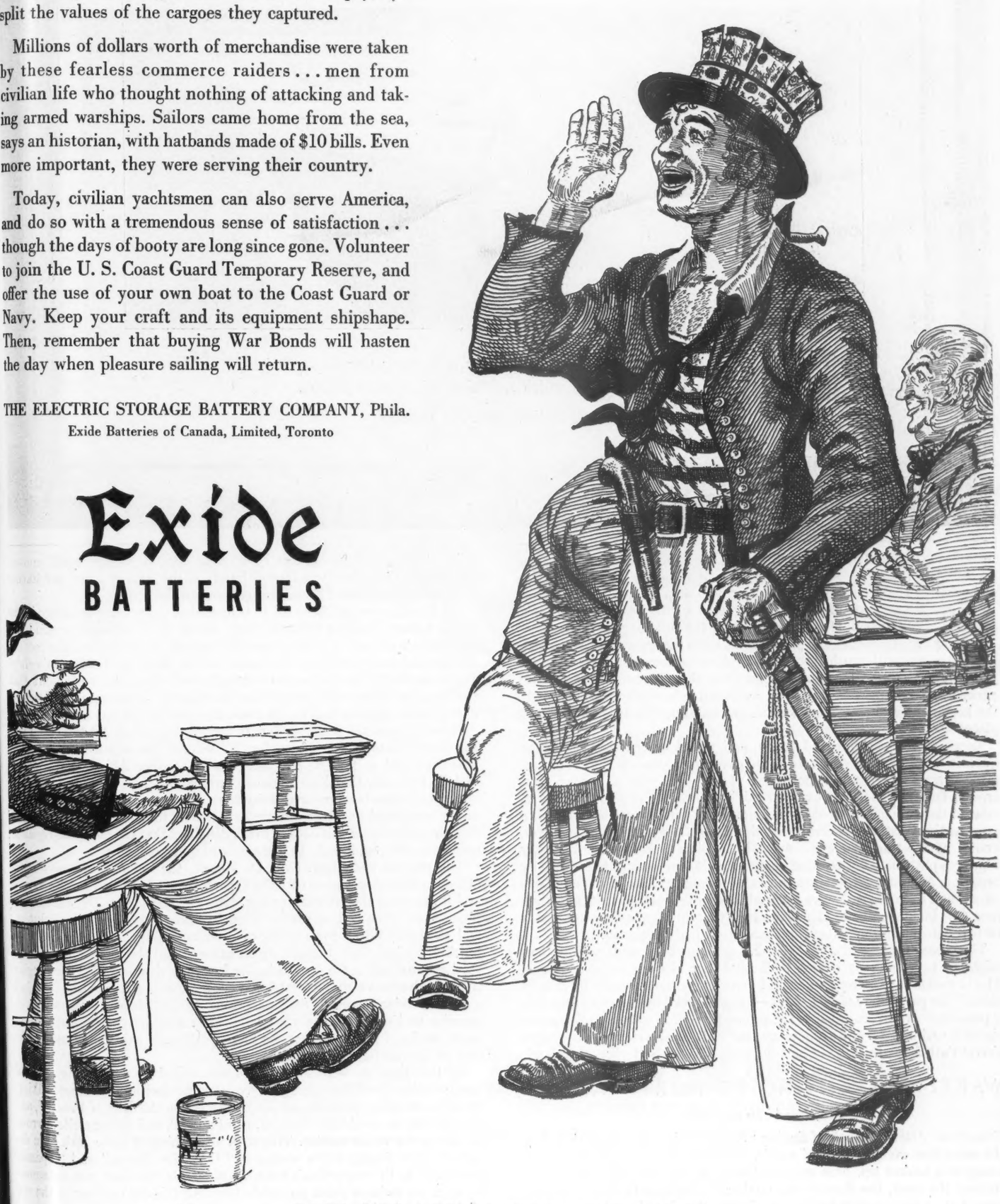

BACK THE ATTACK WITH WAR BONDS

There's a vicious sting in the famous British Vospers, the second lot of which are being launched at Jacob's

Yacht Builders for Four Decades

Jacob, Inc.
New York

while it may be ideal, is not practical, but the application of an approved preservative to every piece going into the boat, either by dipping, spraying or brushing, before assembly, would seem to be a minimum precaution. In no case is such treatment to be considered a substitute for the careful selection of heartwood, of a durable species, for building your boat.

In days gone by, a common practice was to fill the spaces between planking and ceiling with crushed rock salt. Salt stops were installed at a point just below the water line and the space from there to the sheerstrake was packed. In fresh water boats, where preservative is required all the way to the keel, narrow shelves were sometimes placed at intervals and the salt placed upon these supports.

Borax also is effective and cheap, and would be required in smaller quantities than salt. In commercial and government vessels, the use of such preservatives as creosote, chlorinated phenols and various copper, zinc, arsenic, fluorine and mercury compounds is indicated. For yachts, however, most of these chemicals would be unsuitable for various reasons. There is a preservative treatment well suited to the needs of the yachtsman, however, known by the trade name of Cuprinol. This is a liquid that is basically copper naphthenated, with other ingredients. It may be applied to wood by brushing, spraying or dipping. In conversations with boatbuilders, both on salt and fresh water, I have received excellent reports as to its effectiveness. One builder on Lake Michigan stated that during the five-year period he had been using the material no case of rot had developed.

The occasional case of a boat that has gone to pieces more rapidly than might be expected may be due to the presence of some unusual fungus. The investigations being conducted by our government would be greatly aided if the particulars of such cases — accompanied by samples of the rot, if possible — were forwarded to the proper person. It will be much appreciated if such reports and samples are sent to R. W. Davidson, Division of Forest Pathology, Bureau of Plant Industry Station, Beltsville, Maryland.

WARTIME YACHTING IN NORTH AFRICA

(Continued from page 24)

Tomorrow. After one spell of singing "Santa Lucia," we discovered that the spreaders were in need of repair, one being longer than the other, owing to a broken tip. This consumed another day and, when we finally stepped the mast, the shrouds were naturally too long (with the shorter spreaders), and all had to be shortened at the turnbuckle ends.

The middle of June came and went, and deck fittings gradually moved into place. The motor was installed and, on the 20th of June, the harbor crane picked up *Yves IV* and dropped her in the water.

All this time we had been led to believe that the boom was safely in the owner's shop awaiting only shipping. As we were prowling around one evening late in June, trying to expedite matters, we discovered the reefing-fittings and end-fittings for the boom tucked away in Di Maccio's shop. Demands for explanation merely brought forth the bland statement that the boom in the shop had warped into the shape of a crescent moon because of the bad wood they had to use these days, and a new one must be made.

As we entered the home stretch, it seemed that a July 1st trial spin was the earliest date we could hope for. We secured the sails from the owner, who then told us that he had agreed with another Allied Force officer early in February that *Yves IV* would be rented to him. It seemed that this officer had then been ordered away from the immediate area and so the owner had asked Di Maccio to make a charter for him. Now, name-of-a-dog, the other officer was back in town, delighted that the boat was repaired and seaworthy, and ready to come aboard and take over.

This was the last straw. Even Di Maccio, the indomitable, was crestfallen. In vain we parleyed with the French owner. His word was his law — and it appeared that it was our law, too. Two days later, Di Maccio telephoned our office and, in excited French, advised that he had a solution, and we should hurry down to the quay immediately. Needless to say, we hurried. He had truly thought up an answer; and the answer was on the yard railway just in front of us in the form of a double-ended Norwegian cutter with about a six foot draft and typical husky construction. She had a four-cylinder auxiliary and, according to Di Maccio, was so much superior to *Yves IV* that we must not even consider the product of our seven weeks of labor. In fact, he had two French painters working like bees on her right at that moment.

By this time we were somewhat more skilled in the local system of tongue-in-the-cheek bargaining so we made no decision but kept talking, stroking our chins, pointing out *our* bed sheets on the deck of *Yves IV*, and hinting that we would lift them off, paint and all, and acting quite sorrowful about the whole matter. This took all evening of June 28th. We departed, after singing a few strains of "Over the Waves" and "Spanish Serenade" to the concertina's tune. Considerable vin blanc was consumed by all in our sadness about our misfortune. All this did not escape the eye of the faithful Di Maccio, so we departed before we overdid it.

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THIS will happen! The wartime development of the two-way radiotelephone for military purposes indicates beyond question that this unexploited new medium of communication will find many surprising applications in the social and business life of the nation after the war. It has been our privilege to pioneer in the development of the radiotelephone and bring to it several new and exclusive improvements that are proving their worth in every zone of battle in which the United Nations are engaged. Jefferson-Travis was making outstanding two-way radiotelephone equipment for peacetime purposes before Pearl Harbor—we will again after the war when this form of communication will enter your life as a proven convenience, safeguard and business requirement in Tomorrow's World!

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RADIOTELEPHONE EQUIPMENT

NEW YORK . WASHINGTON . BOSTON

First in War:

KISKA
The first troops arrive in Gray-powered boats.

SEA-GOING BOX CARS (LCT's) landing the first Canadian and American troops on Kiska Island. Meanwhile, other LCT's similarly powered with Gray Marine Diesels were crossing the Atlantic Ocean under their own power. Still others Gray Marine Diesels are loading and unloading freight in harbors all over the world.

OFFICIAL U. S. NAVY PHOTOGRAPH VIA ACME

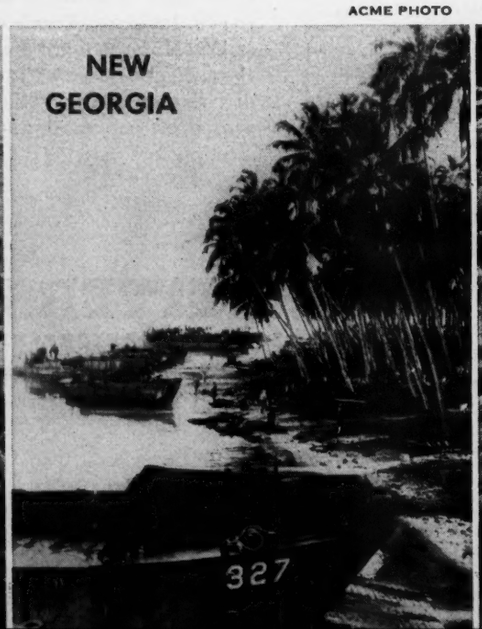
WHEN war came, one Gray Engine leapt to first place —the 6-cylinder "Navy-style" Gray Marine Diesel (the Series 71 General Motors 2-cycle Diesel Engine, adapted and equipped for marine propulsion by Gray. This is the engine which has consistently done such a good job in the Solomon Islands, in the landings on Attu and Sicily, and in the invasion of the continent. Other Gray Marine Engines, particularly the Model Four-52 and the Six-121 (gasoline engines) are being supplied in quantities for work boat jobs of the U. S. Army, the U. S. Navy and for the armed forces of Allied Nations.

U. S. SIGNAL CORPS PHOTO

REYKJAVIK

ACME PHOTO

NEW GEORGIA



First in Peace

GRAY

Remember this picture from 1939? It was used in that year in an advertisement featuring Gray Marine Diesels, under the heading "THIS DIESEL DOESN'T CARE WHAT'S TIED TO ITS TAIL!" The engine on this job is still working faithfully, towing log rafts on the Willamette River in Oregon.

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You can always depend on a Gray Marine Engine to turn in a FIRST performance on any job assigned to it, in Peacetime or in War.

A War Time Development—Gray's illustrated Instruction Manuals and Handbooks, published since the war: cover Installation, Operation, Maintenance, Overhauling and Trouble Shooting. Write for complete list of Gray Technical Literature. Please specify Gasoline or Diesel.

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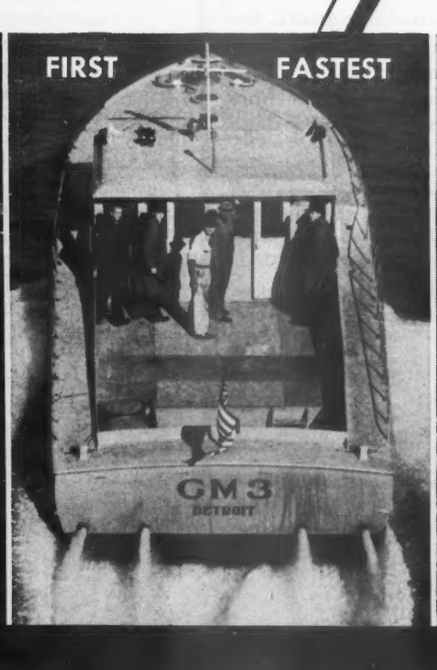
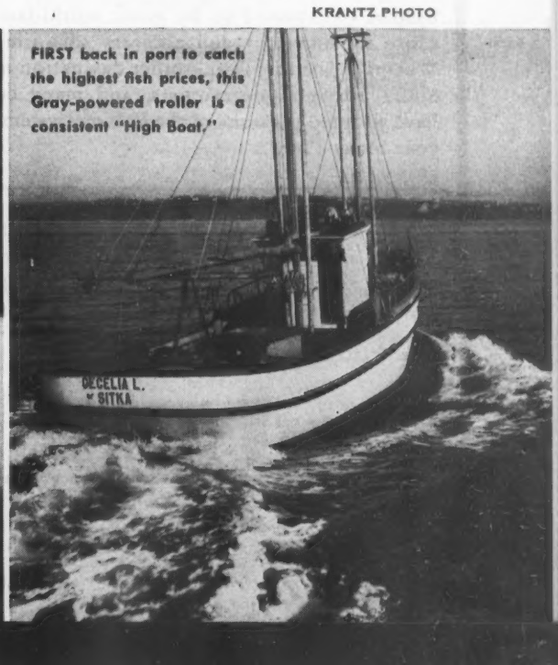


KRANTZ PHOTO



FIRST back in port to catch the highest fish prices, this Gray-powered troller is a consistent "High Boat."

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A Jerry bomber had been shot down and one wing tip had knocked a hole in the hull of "Yves IV," smashing deck, planking, sheer clamp and frame heads

Next morning, bright and early, Di Maccio phoned us again with a perfect solution. Hurry down right away. We did. The answer turned out to be a carefully thought out maneuver which Di Maccio assured us had occupied his thinking machinery all the previous night. Briefly, "Why not rent this Norwegian cutter to the *other* officer?" With a sigh of relief, we told him to go to it. Never suspecting that the ruse would work, we none the less received a call that night that the deal was accomplished and everyone, including Di Maccio especially, was happy. Could we repair to his modest workshop and home (combination, in one large room) for celebration and final arrangements. It seemed a good idea at the time.

We entered the large crowded room (full of relatives, children, machinery, dining table completely set for dinner), and greeted everyone in our best French. The vin was passed and we sang "Roll out the Barrel" in broken English and perfect concertina. After an hour or so of this, we walked out onto the waterfront for a little air. Di Maccio joined us. Just one thing more, he confided. "Do we have enough influence with the French Admiralty to get the magneto for the little motor out of their coffers?" This question caught us flat-footed with our chins out. We reeled, literally. We inquired. We whistled softly. "Eh?" we replied. It developed that we didn't know French gasoline engines well enough to have noticed that the magneto was missing from the auxiliary. In fact, the Admiralty had confiscated all civilian boat magnetos two years before, for purposes of control. Di Maccio had not mentioned it before, thinking that such high ranking (*sic*) American officers as we could sway the minds of the French Admiralty as a willow shoot. We delved deeper into the matter. After further questioning, he, Di Maccio, had the receipt given for the magneto in 1940. He would go with us to his friend the Capitaine de Port and, as Americans, we would get the magneto. The rendezvous was slated for the next morning. We met, we saw, and we lost the first round. No magneto. The Admiralty couldn't be budged. Fifteen minutes later, we surrounded Di Maccio.

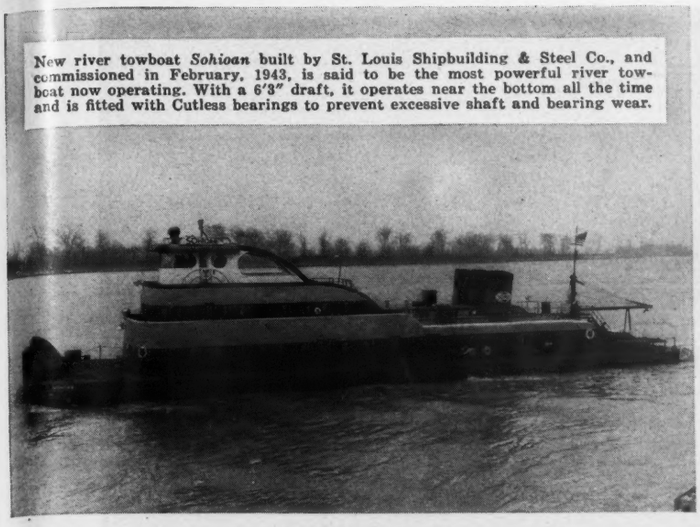
"Aha!" Di Maccio cried. "Since the French have no fleet since Toulon, and it is really the British who command 'Mare Nostrum,' and since the French Admiralty is only a bunch of paper-shuffling bureaucrats with not a single ship in the harbor — why don't we see our buddies the English Admiralty? *They* will make the French red tape disappear like Scotch in our barracks. No? Yes?" This struck us as a most happy idea. Why, we know our cousins like our own brother. The British Naval Staff officers with whom we worked were real pals. They would carry the mail.

We passed a brief note and verbal description of our dilemma to the British Naval file closest to our heart, and he promised to swing into action. He injected a note of caution, however, saying that his seniors were sometimes "rigid" on matters even as simple as this appeared. In due course, we received the following (in part) from our valiant friend (incidentally, a British Lord):

"I have spoken to the Flag Officer's Staff regarding (the matter of the magneto). There is no possibility of any let up regarding immobilization of the auxiliary engine. . . . etc., etc. . . ."

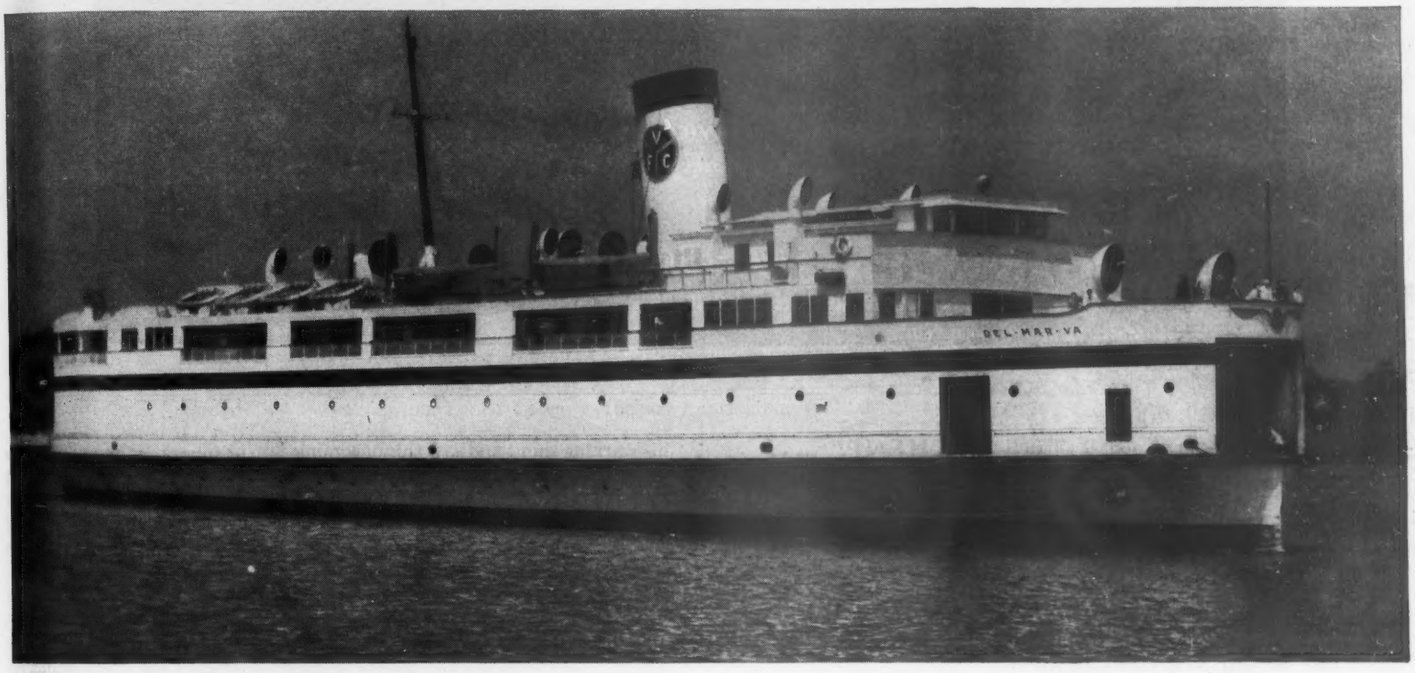
The result was as foreseen by us earlier so we sailed each Sunday afternoon beginning July 1st, sans motor, and to date have only once had to bring *Yves IV* in by other than wind power. We swam too long in the bay that day and didn't get back to the anchorage before the wind died in the evening. As the rowing facilities consisted of one oar and a stern oarlock for sculling, the result was obvious. What wasn't so obvious was that only *one* person aboard at the time could scull. You've guessed it; it was the author. Considering that no motor was available because of no less authority than the British and French Admiralties, it is believed that no legitimate kick should be entered.

The fact that seven weeks elapsed instead of the original three in repairing *Yves IV* now looks like a small matter. The various crises passed through in getting her under sail *in our hands* remain the interesting part of the story in retrospect. All difficulties here are shrugged off with: "C'est la guerre." It seems a fitting slogan, and covers a multitude of sins. In wartime, yachting may not be as easy as in peacetime but where there's a will there's a way.



New river towboat *Sohioan* built by St. Louis Shipbuilding & Steel Co., and commissioned in February, 1943, is said to be the most powerful river towboat now operating. With a 6'3" draft, it operates near the bottom all the time and is fitted with Cutless bearings to prevent excessive shaft and bearing wear.

Cutless rubber bearings installed in the Lake Michigan car ferry, *City of Midland*, in March, 1941, have seen 208,340 service miles to date and show very little wear.



Going, Going . . . Going Strong after 708,639 miles

Rubber bearings set new performance record in Del-Mar-Va

THE mileage piled up by Cutless rubber bearings in the ferryboat Del-Mar-Va is a success story by itself. Mr. L. H. Garrison, general manager of the Virginia Ferry Corporation, Wilmington, Delaware, presents this unusual record:

"We wish to advise that as of May 31, 1943, the Del-Mar-Va has completed 708,639 miles and the original rubber bearings (installed in 1934) are still in use. . . ."

Performance like this is one of the big reasons why Cutless bearings are in service on every kind of war ship today and on so many towboats, dredges, freighters and tugs. They outlast all *hard*-surfaced bearings as much as 10-12 times, thereby keep ships at sea and save drydock space for those that need it most.

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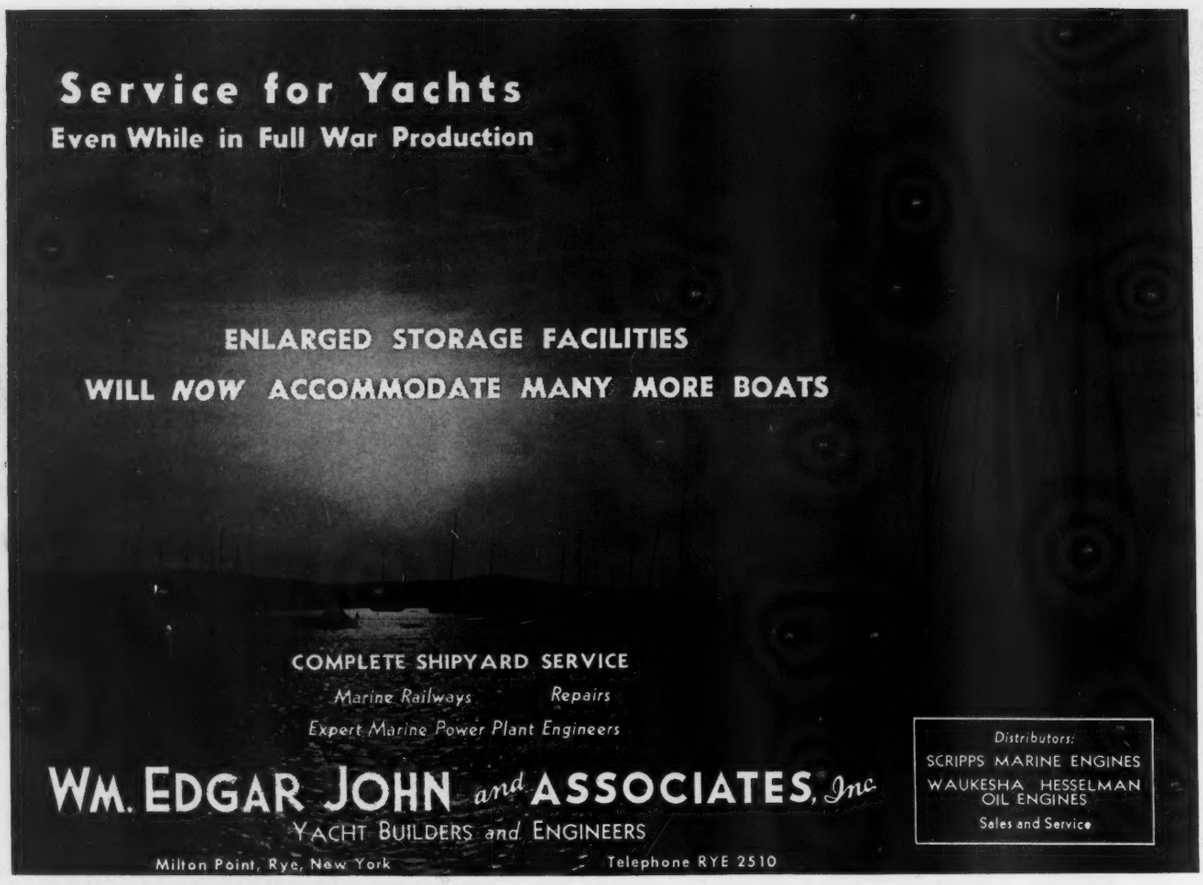


THE LOSS OF THE "ATHENE"

(Continued from page 32)

reach Miami entrance by daylight. Our course from Havana took us up just outside of the long fringe of reefs that extend southward from Cape Florida. As night came on, the wind lightened and by midnight it had nearly let go and the engine was started. As usual, my bow lookout was on watch up on the forecastle head; besides him, the only others on deck were myself and the quartermaster at the wheel.

The night was very dark but there was a clear sky with the stars showing. However, there was a black haze hanging low on the surface of the sea and this tended to decrease visibility. The sea was calm and there was no wind. These were the conditions existing when we had Carysfort Lighthouse abeam about 3:00 a.m., being about one mile off.

My next light was Fowey Rocks which is about eleven miles south of Miami sea buoy. Since the wind had let go and I was well up on my distance, I decided to take in all sail, which was now hanging loosely. I called the crew from below and all the sails were lowered and furled as I did not expect to need them again before reaching Miami, as we were too close to port and were far enough ahead on our course to finish up under power alone. It didn't take long to get the sails stowed, after which the crew went below again, except those on watch.

Proceeding up the coast through a calm sea, making about four knots under power, we soon picked up Fowey Rocks Light a little on our port bow, exactly where it should have been. With conditions unchanged, we had almost brought Fowey Rocks abeam about one half-mile off. It was now about 5:00 a.m., but night still hung on and I could just see a faint glow in the eastern sky which told that daylight would be coming in shortly. I could see the reflection of an electric light forward coming from the galley and knew that the cook was up preparing coffee and getting breakfast ready. Everything was peaceful and quiet.

I could see my engineer standing in front of the galley hatch. He had evidently come up from below to take a look around and then walked back aft to have his usual morning chat with me in Spanish. I myself was standing alongside the quartermaster who was steering when, without warning, I saw a tremendous black hull approaching us from the eastward, heading in a westerly direction directly for Fowey Rocks Lighthouse. She was coming at us at what seemed to me to be at a speed of about 14 knots. The bow lookout saw her at the same time and yelled a warning to me. I heard his warning shout and saw this oncoming ship at the same time. There was not a light on either ship. The huge bulk was terribly close, possibly not over 200 feet away, and bearing down fast. Instinctively, I ordered my helmsman to put the wheel hard left, thinking that this maneuver would enable us to parallel the course of the steamer and either go clear or be sideswiped at the most.

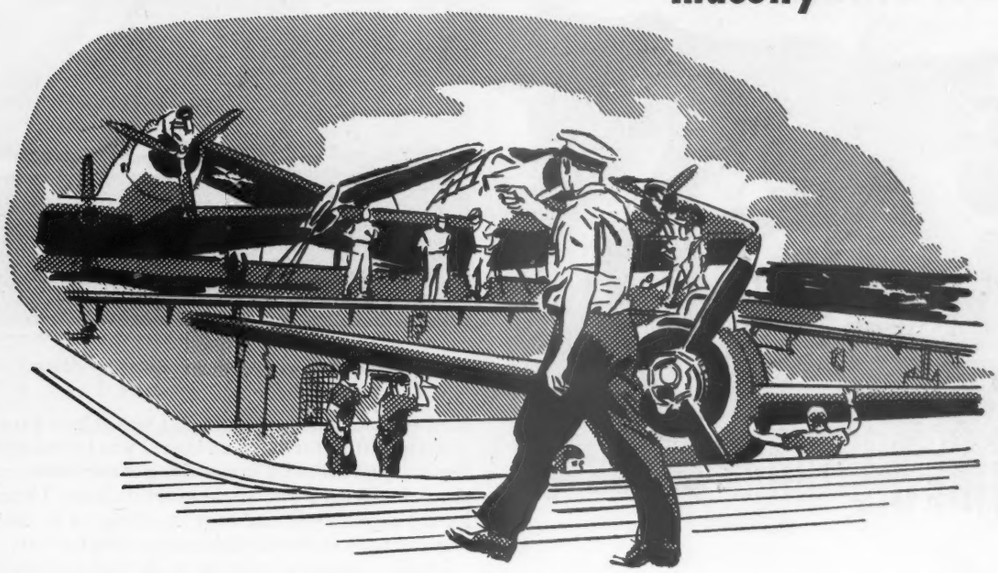
But the *Athene* was traveling too slowly to answer her helm quickly and I knew a few seconds later that the crash would come immediately. Running blacked out as we were, we had not been seen by the other ship. There was no time left to try any other maneuver. Suddenly the crash came. All I could remember was the crunching of wood as this large steel ship ploughed into the hull of the *Athene* directly amidships on our starboard side. When she hit, the crash knocked me off my feet and I felt my ship being pushed through the sea as if by a mountain. I am quite sure she was cut in half as if by a knife.

As I felt the part of the ship on which I stood going down without any loss of time, I grabbed instinctively for anything I could lay my hands on. I must have grabbed the ropes that secured the deck cargo of pineapples and hung on to it. I felt myself being pulled under, so I finally let go and started to try to come to the surface. It seemed to me that I was under water a long time, and I said to myself: "This is the end, but I will fight to the last to come up." I continued to struggle to reach the surface but my breath was almost entirely gone and, in my effort to get air, I must have opened my mouth for I swallowed lots of salt water. Just as I was about completely exhausted, I came to the surface. Everything was yet pitch black but about ten feet away from me I could make out the hull of the big ship slowly sliding past, still in forward motion.

Cases of pineapples must have been strewn all over the area. I grabbed one right next to me and hung on. Looking up at the ship, I saw some of the crew lined up at the rails looking down. I cried out over and over again: "Throw me a line." They did not move, but just looked down at me. My position was about amidships of the other ship and, as she was moving slowly ahead, I feared that the propellers were still turning over. Again I yelled to the figures at the rail to stop their propellers. They did not answer and did not move. I was fearful that the suction of the propellers would catch me and drag me down. Although I was very tired, I made every effort to swim away from the hull of the ship, but couldn't do much because the suction from her forward motion kept pulling me towards her.

Slowly the huge hull slid past and was now a few hundred yards away. I finally floated close to another case of pineapples and grabbed it. Between

AXIS NIGHTMARE: The American Petroleum Industry



★ ***ONE RARELY THINKS OF WIRE ROPE*** as a material requiring much care, yet without proper lubrication it would be rendered unfit for use in a very short time. To lengthen the life of wire rope in its many applications, the oil industry has developed proper greases which today are helping our armed forces on the war front and our production plants on the home front.

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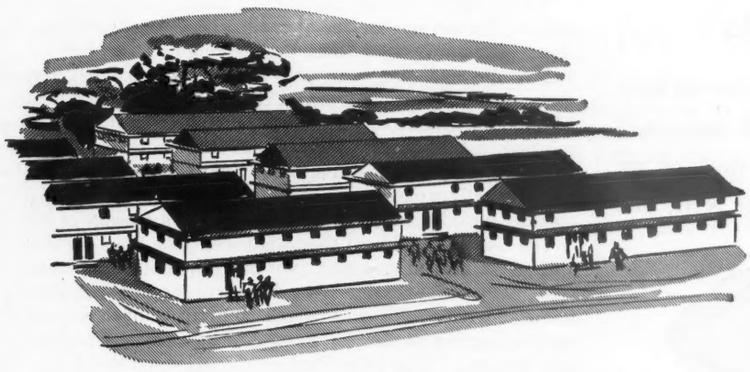

★ ***IN ORDER TO KEEP OUT OF THE WIND*** and the rain, tar-impregnated building and roofing papers are used extensively in the construction of Army barracks and defense homes. In addition, great quantities of waterproofing materials which are by-products of oil refineries are consumed yearly by the Navy.

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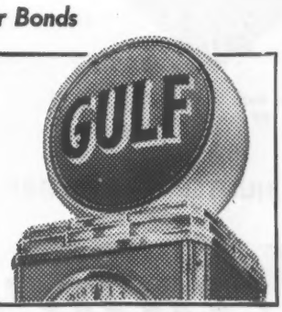

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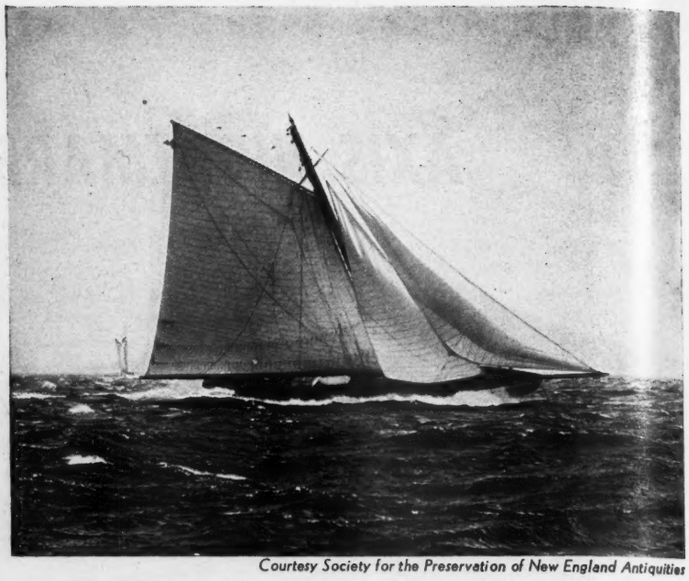
ALWAYS PICK A WINNER



Courtesy Society for the Preservation of New England Antiquities

In 1900, sailing in a screeching nor'wester, "Athene" defeated "Constellation"

the two cases, one arm on each, I was able to hang on quite comfortably.

After drifting for about an hour, I was too exhausted to keep kicking my legs and just drifted. I saw nothing of any of my crew nor did I hear them shout. Suddenly I saw a light in the distance. I knew it was a boat of some kind. I began to yell and kept on yelling for at least fifteen or twenty minutes and noticed that the light was coming my way.

Finally, I heard a voice out of the darkness and it said "Keep yelling." I surely did, again and again, and the voice replied, "Keep yelling. We'll find you by your voice." They kept coming closer and paused about twenty feet away. Then suddenly a hand flashlight struck me in the face.

Helping hands pulled me out of the water and I fell into the bottom of the boat almost completely exhausted. This lifeboat was manned by the Chief Officer and six seamen of the ship that ran us down.

Already in this lifeboat were some of our crew, the engineer, and two of the able seamen, one of whom jumped overboard when he saw that the crash was inevitable. Three others of the crew were not there. I asked about them and was informed by my crew that they were missing and nowhere to be seen. Those lost consisted of the cook, who I knew was in the galley at work, one able seaman who was asleep in his bunk in the forecastle, and the quartermaster, who was at the wheel at the time, not over a foot away from me, as I was talking to him at the time of the crash.

We continued to row around the vicinity for a while looking for the others. Not a sign was seen of them, and I concluded that they had gone down with my vessel without ever having had a chance.

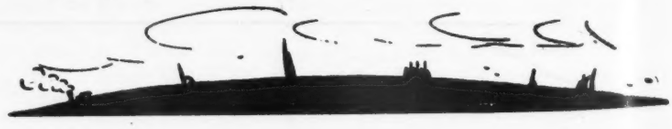
Daylight had now come and we could see the large transport in the distance, close to shore, lying still and still heading in a westerly direction. Military airplanes zoomed overhead close to the water. They were evidently relaying instructions by telephone to their shore bases.

A little while more, and a Coast Guard Reserve cruiser about 38 or 40 feet in length came out. They took us aboard and the Chief Officer of the steamer pulled back to his ship, now about a quarter of a mile away.

The Coast Guard boat then went alongside the ship that had sunk us and one of the enlisted men went aboard. When he returned he said that the captain of the transport wanted me to come aboard his ship and to talk to me about the collision. I looked up to the bridge deck and there was the captain leaning on the rail, dressed in pajamas. He looked down upon us and inquired, "Who's the Captain?" I answered that I was. He then said, "Come aboard, I want to talk to you." "Mister," I said, "You are comfortable and dry, I am wet and tired and have just been pulled out of the water. If you want to do any talking, you are in better physical condition than I am. Come down here and talk to me." To this he made no reply, but rang the engine room telegraph and got under way, heading south.

I looked at my watch. The time was 5:35 a.m. when it had stopped. We cruised around in the Coast Guard boat for at least another hour, looking for the three missing seamen. We never sighted any bodies but the sea was strewn with wreckage, papers and pineapples.

And so, after a full life of 44 years, the beautiful *Athene* ended her long career serving as a cargo carrier in World War II.



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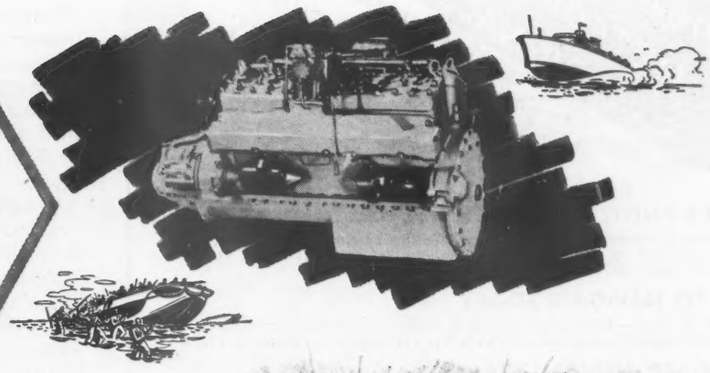

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YACHT DESIGNING FOR THE AMATEUR

(Continued from page 43)

came out with an inboard rig, carried some weather helm in a breeze. When her sail area was increased from 1000 square feet to 1387, her lead became .176 — and she was well balanced! So, you see, the percentage of lead cannot be taken as a criterion of balance without considering all the other qualities of the boat. It's all quite confusing and, as said before, no designer ever feels absolutely easy about a new design until she has been tried under sail. Sometimes a boat which has a bad helm may be improved by shifting ballast; sometimes a major operation on her sail plan is indicated.

So now finish up the sail plan, drawing in all the spars and the standing and running rigging, showing the roach on the sails, the lines of reef points, the position of the battens, the leads of all the sheets, halliards and so on. Make a transverse section of the boat at each mast so that you can get the lead of shrouds and backstays, the length of the spreaders, etc. Remember that you can't get the true length of a shroud, for instance, from its projection on either a 'thwartships or fore and aft plane but must revolve it into one or the other (See Fig. 55). In this, AB shows the shroud in the two projections. Drop a perpendicular from A to the level of C and, in the half breadth plan, draw an arc of a circle from B with C as a center to the midship line at D. Now project D to the sheer plan and draw AD', which will give the true length of AB.

Draw the light sails and the storm canvas, with the leads of their sheets. Show on this plan all of the hatches, skylights, air ports, hawse pipes, bitts, etc., and the line of the boottop. This line should be of the same character as the sheer but much straighter. If there is any complication about any of the rigging, make a separate sketch of it, perhaps on isometric projection which shows all three views on one drawing.

A block list will be necessary, giving the size, material and type of every block in the entire rig; telling whether it is single or double and giving the type of attachment (shackle, hook or lashing eye), whether the shackle goes to "side" or "front," is "regular" or "upset," and whether or not the block is fitted with a becket (See YACHTING, April, 1929, "Getting an Outfit of Blocks"). A rigging list is also useful, giving the size, material and length of all the items of the running rigging, from main halliards to signal halliards. The sizes of the standing rigging may be indicated on the sail plan.

A finished deck plan will be needed to locate all the cleats, winches and other deck fittings so that the sheets will have clear leads and not foul skylights or hatch coamings. (Set the cleats so that they make an angle of, say, 15° with the lead and not in the direct line of the rope.) On this plan will also be shown the filling and vent pipes for the fuel and water tanks,

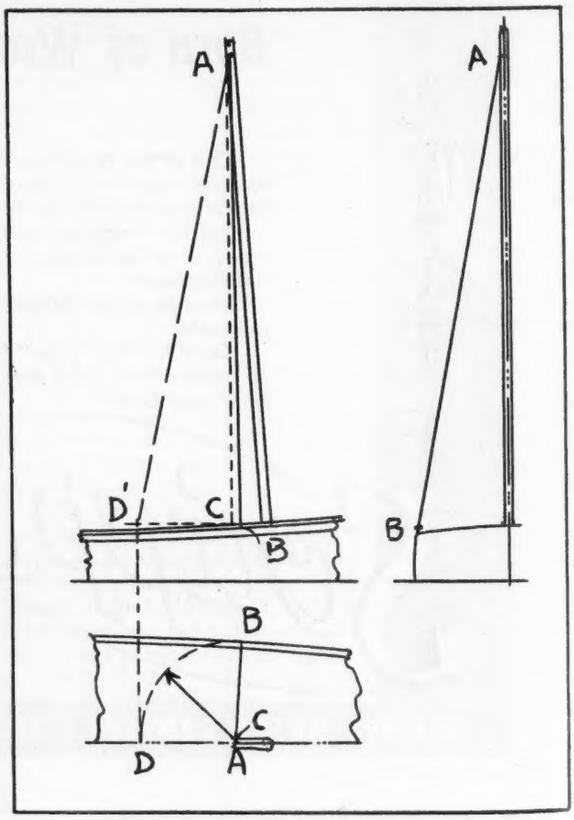
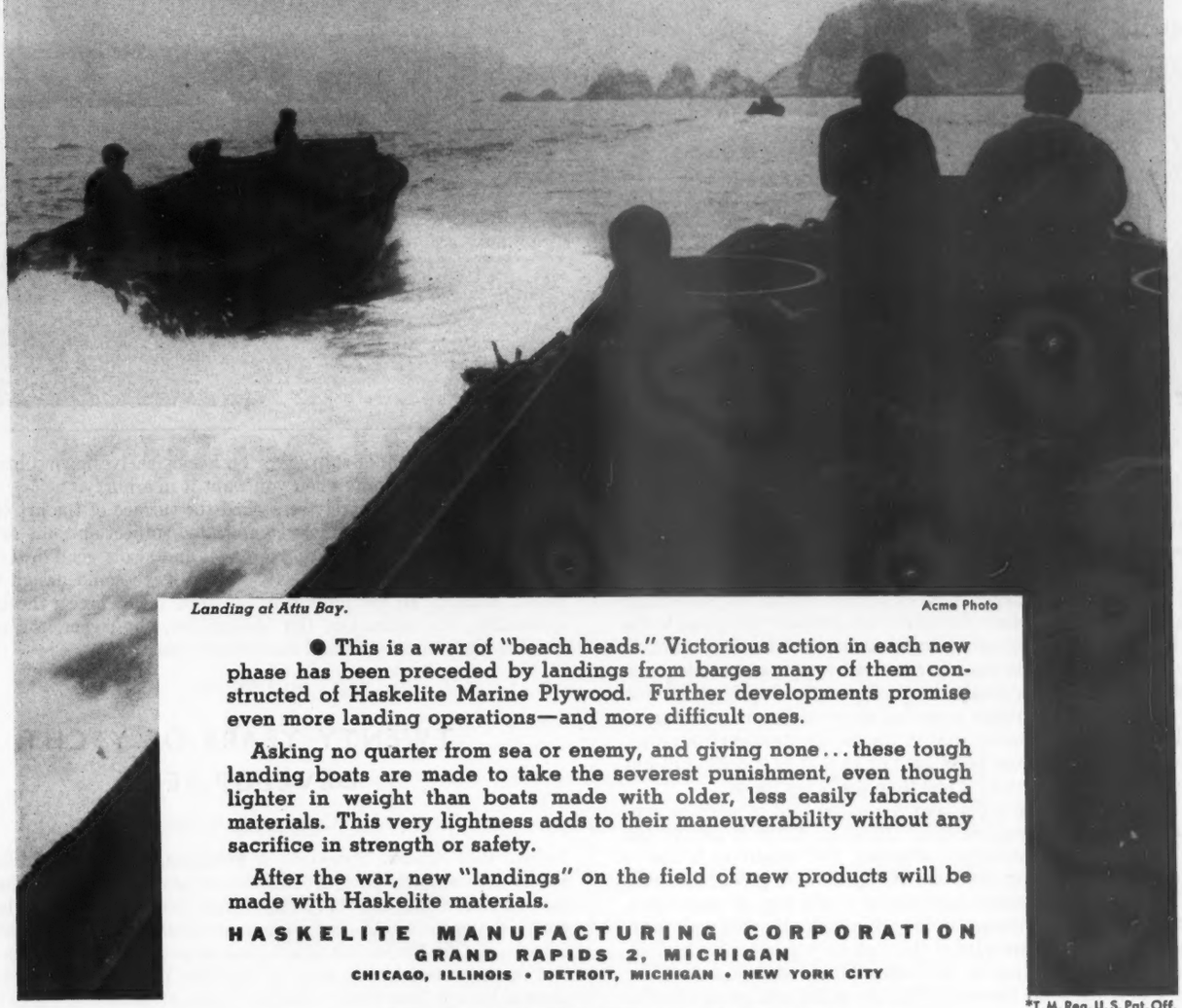


Fig. 55. Getting the true length of a shroud from the plans

TO ENEMY BEACHES

In Landing Barges

of HASKELITE



Landing at Attu Bay. Acme Photo

● This is a war of "beach heads." Victorious action in each new phase has been preceded by landings from barges many of them constructed of Haskelite Marine Plywood. Further developments promise even more landing operations—and more difficult ones.

Asking no quarter from sea or enemy, and giving none... these tough landing boats are made to take the severest punishment, even though lighter in weight than boats made with older, less easily fabricated materials. This very lightness adds to their maneuverability without any sacrifice in strength or safety.

After the war, new "landings" on the field of new products will be made with Haskelite materials.

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ventilators, galley smoke pipe, cabin trunk and cockpit coaming, hatches, skylights, steering gear, etc. Don't forget chocks and cleats for the dinghy painter. If there are stanchions and life line, they should also be on this plan, with the side ladder, if any, as well as windlass, anchor stowage, etc.

It may be well to note on the drawing the manufacturer's catalog number of each stock fitting; if any special fittings are required, make detail drawings of them. With the variety of stock fittings carried (in peace time) by the better ship chandlers, there should be little necessity for going to the expense of having special fittings made for a cruiser. Racing yachts, of course, in which every effort is made to cut down weight and windage, especially aloft, may require specially designed gear, made of special materials, but for the average cruiser a careful study of the manufacturers' catalogs will show that almost all of the fittings may be obtained from stock patterns. Some of them may not be as light or as neat as special stuff but they will do the work and cost a lot less than the fancy items.

I've said nothing about the cabin layout because that is made so generally to suit the owner's requirements. However, there is always the question of headroom, both sitting and standing. Full headroom is fine — if it can be had without making the boat too high sided or giving the cabin trunk extra high sides or a tremendous crown to the top. In any event, have at least three feet over the seats in the cabin under the side deck for it is a nuisance to have the inboard edge of the deck hit you in the back of the neck when sitting. The location of the galley is a favorite question for debate; some like it aft, some forward. With the galley aft, going into the cabin through it always seems to me like entering a house through the kitchen. And the galley forward means better ventilation in the cabin and the cook is not forever blocking the passageway.

Don't cut the boat up into a lot of little cubbyholes in the vain attempt to get "privacy," which really doesn't exist in a small boat. Small rooms are apt to be stuffy and hot since they are hard to ventilate. Have a locker for oilskins close to the companionway so that a man going below in bad weather will not track water all over the cabin. Have one or two full height lockers for shore clothes, with a shelf and a rod to take coat hangers. Think about stowage for dress suit cases; there are still men who bring them aboard. Have the galley range and the ice box set so that their doors open forward or aft, not athwartships. Have all drawers fitted with catches so that they won't open and spill their contents when the boat heels. Try to get a decent place to spread out a chart, even at meal times. Remember, too, that a good seat makes a poor berth, and vice versa. And have a stowage space for every item of ship's gear on hooks, shelves or in bins. Then you can find what you want when you want it in a hurry.

In this series, I've barely scratched the surface of the art of yacht designing; it is a large and most complicated subject and one never gets to the end of it. There is a lot of work to it and also a good deal of pleasure. And, as Cary Smith used to say: "Even if we could design the perfect yacht, think of all the folks who can spoil her. There's the builder, the sparmaker, the sailmaker, the blockmaker, the rigger, the professional captain, the owner — and all the owner's friends!"

THE END

TWENTY YEARS OF YACHT DEVELOPMENT

(Continued from page 37)

bodied. Phil Rhodes, Sparkman & Stephens, Alden, Frank Paine, Ford, Payne & Sweisguth, Sam Crocker were represented with entries, and Nathanael Herreshoff, the old master, turned out *Belisarius*, the last boat he was to design before he died a few years later. It was a fine fleet.

In 1936, Olin Stephens turned out a large class of one-design sloops, 32 feet on the water, for members of the New York Yacht Club to take the place of the old New York "Thirties," then 31 years old. These boats were built primarily for racing and cruising on Long Island Sound, yet they were designed to the ocean racing rule, being a development of the same designing firm's cutter *Starlight* of the year before, with slight modifications in the form of longer ends and a little more sail to suit average Sound conditions. Four of this class started in the '36 Bermuda Race and did exceedingly well in a hard, rough race.

That year's race was truly international in character. In spite of the poor showing of the German yacht *Stoertebecker* in the Norway Race, ocean racing was being promoted in Germany and that country sent six yachts over to sail the Bermuda Race, four of them new. There was another entry from Danzig, one from Holland, and one from Sweden. In general, the German designers and builders followed closely the type developed in the United States, and did not contribute much that was new. There was a suspicion here that the German Government financed some of these entries, as the fleet was to race back to Cuxhaven from Bermuda after the Bermuda

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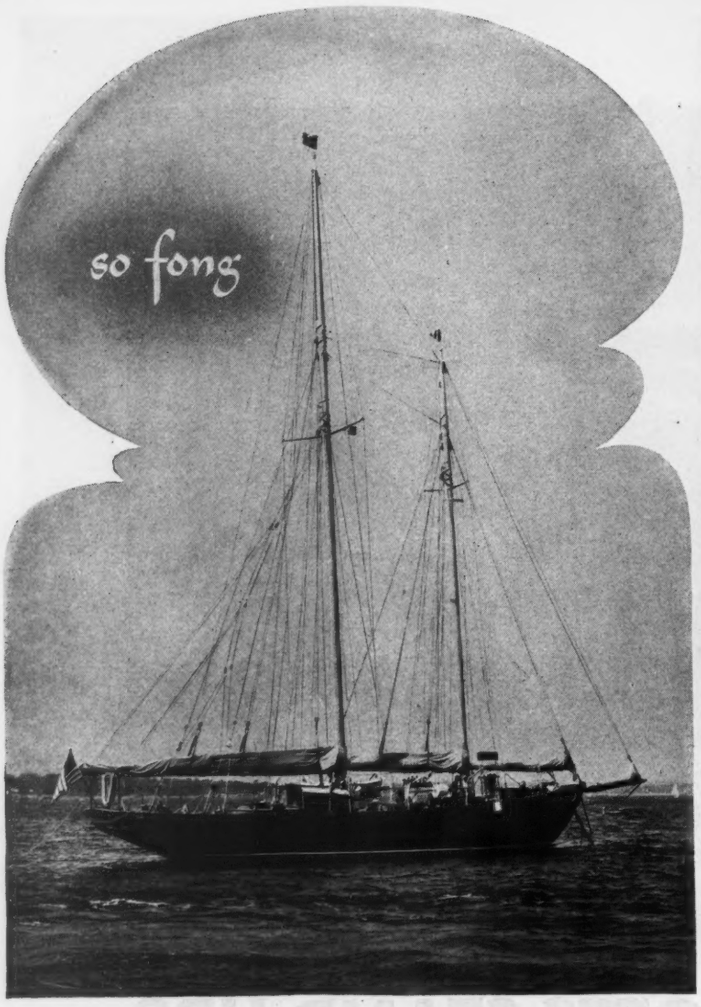

now sailing for Uncle Sam

"SO FONG," designed by Sparkman & Stephens, built by Kow Poon Dock & Wharf Company, Hongkong, China, and owned by Crawford F. Failey, is now in the service of our armed forces.

★

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HAZARD "Korōdless" RIGGING

Rosenfeld Photo

"Starlight" is a fine example of the modern cruiser and long distance racer developed as the result of ocean racing. She was designed by Sparkman & Stephens

event, and the Germans wanted to place ocean racing on the map in a big way in their country. But, be that as it may, the men sailing the boats were keen. Some of them were naval officers and had not had much experience in sail, but they did well, even if their boats made a relatively poor showing on the whole. The best of the German boats, *Roland von Bremen*, was designed by Henry Gruber, who had lived in the United States for some years and who had worked with Starling Burgess on the America's Cup yachts *Enterprise* and *Rainbow*. The Dutch entry, *Zeearend*, was from designs by Sparkman & Stephens, and the Swedish entry was built in this country from designs by Sweisguth.

The Bermuda Race of 1936 was sailed in hard weather and all hands got a dusting. Seven of the forty-four starters were disabled or lost gear and had to return to port but, with the exception of two (whose metal fittings let go), all those that got into trouble were older boats, not built for ocean racing, or to the rule. All the others came through in great shape — wet but still able to serve three meals a day. The winners took some four days and eighteen hours to sail the course, which was excellent in the hard winds which forced most of the fleet to heave to for several hours.

Again the small boats did well. *Kirawan*, a Phil Rhodes design in Class B, won the big cup for all classes. She was kept going throughout the worst of the bad weather and, although but 38½ feet on the water, she finished

Below decks, the small modern cruiser and ocean racer was roomy and well laid out for offshore work. Main cabin, "Starlight," only 32' on the water

Rosenfeld Photo

Rosenfeld Photo

An ocean racer from Danzig was "Peter von Danzig." Showing the American influence, she was, however, the first Bermuda racer to be built of iron

only one hour, eighteen minutes behind *Vamarie*, scratch boat, and 54 feet on the water. Only sixteen minutes behind *Kirawan* came *Stormy Weather* to win in Class A. These three boats and the schooner *Brilliant* finished with a spread of only one hour and thirty-five minutes actual time between the four, which shows how hard the little fellows were driven and how well they "stood the gaff." The first of the foreign entries to finish was the Dutch *Zeearend*, which was sixth in Class A but tenth in the whole fleet.

After this race was over, seven German, one Danziger and one Dutch yacht raced across the Atlantic from Bermuda to Cuxhaven, Germany, taking from 21 to 29 days for the passage, which was good considering the course (3400) miles and the time of year. *Roland von Bremen*, with Sherman Hoyt as a shanghaied member of her crew, won with a day and a half to spare. Germany had "discovered" ocean racing. Two American boats had entered, but both were damaged on the way from Newport to Bermuda and could not be refitted in time to start.

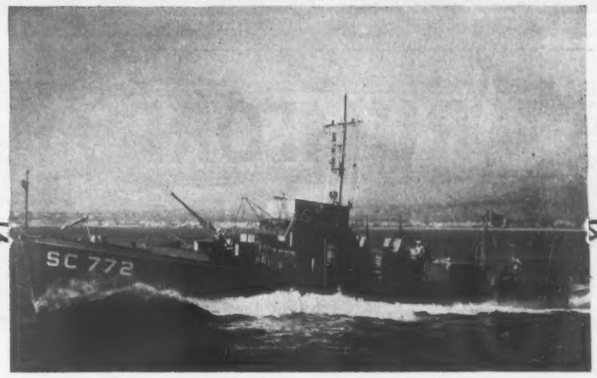
While the years between 1923 and 1936 had seen a tremendous development in hull design, which was producing perhaps the best type of small yacht yet designed — faster, more seaworthy, more comfortable and abler — the change in rig design was equally noteworthy. Efficiency and simplicity were the keynotes. Sail area for size of hull was smaller than in the days before the coming of the jib-headed rig, and yet it was more efficient. This meant that it was easier to handle, sail could be carried longer in a breeze, and there was less chance of carrying away spars and gear. In the effort to get greatest efficiency on the wind and before the wind, the schooner

Gallows frames on small yachts and "doghouses" were popularized by ocean racing. This is a deck view of "Kirawan"

John R. Hogan Photo

JOIN NAVY SEABEES

Uncle Sam's Navy needs men . . . with the ability to fight . . . and build . . . to help win our battle against the axis. Those interested are urged to consult their nearest Navy recruiting station for details. This new plan is open to men 18 to 38.



Uncle Sam's Navy also needs fighting boats, such as the Subchaser shown above, one of the three types of craft being constructed by The Peyton Company, Newport Beach, California.

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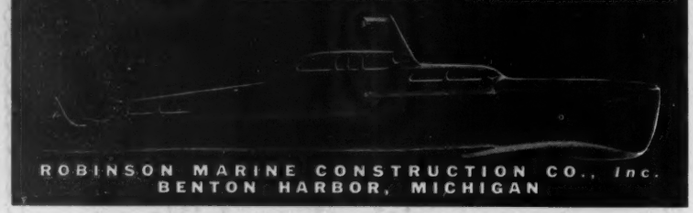
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rig was being crowded out, and the cutter rig, and the yawl with a small mizzen, were having the call. In some of the larger yachts, the ketch rig was used, but the schooner, except in the larger sizes, was definitely on the wane. Of the fifteen entries in the smaller B Class in the 1936 race, all were sloops or cutters excepting for two ketches, and in the fleet of forty-four starters, there were only twelve schooners. Which did not mean that the schooner rig did not have its merits, but these were apparent chiefly as the rig increased in size and the need to divide the sail area for ease of handling became important. And this trend was apparent in the strictly cruising boats that were being designed, as well as in ocean racers.

Another triumph for the smaller ocean racers and for the simplified rig was chalked up in this year 1936 when the little *Dorade*, which had gone to the West Coast a year or so before, won the Transpacific Race to Honolulu against the largest fleet ever to sail that event — twenty-one yachts. Taking only 13 days 7 hours to sail the 2200 miles, the little yawl was not only first to finish, beating boats twice her size, but won on corrected time by over 14 hours. Surely the day of the little boat had arrived.

(To be continued)

THE 1943 STAR CHAMPIONSHIPS

(Continued from page 48)

northeast. After considerable pondering, the race committee decided to send the skippers off to the south on a reach, west to Conklin Pt. and then a beat back, twice around. Clifton Baker of Lake Ontario American, sailing *Viking*, supposedly a B boat, with Newt Castle in the cockpit, paced the fleet for the entire distance. An exciting feature of the race was the Garrison finish of Bill Picken in *Blue Star Dust*, which finished second by only half a minute. This put Picken right back in the series.

▶ In the fourth race, Deacon, Cardenas, and Baker were scheduled for A boats while Picken and Coe had to be content with B's. Actually, the weather leveled all the yachts off. A wet, rainy easterly blew all day and so soaked sails that the rigging of three boats was disabled. The course was a reach, a run and a beat, twice around. Nothing seemed to bother De Cardenas, however, as he took *War Hawk* around the course all by herself. Lt. Allan, of Newport Harbor, sailing *Flying Colors* with Joseph Smythe as crew, nosed out the Coe brothers, in *Viking*, by 30 seconds. Allan lost his mast on the first day but, in the other four races, finished fifth, fourth, second and fifth.

On this last day, what breeze there was came again out of the northeast but the blow was over. The race committee felt reasonably sure that some time during the afternoon the wind would shift so a short course was chosen which would afford a windward leg no matter what vagaries the wind might pursue. It gave a run, a reach and a beat, three times around. In the middle of the race, the wind veered suddenly to the south'ard and the third lap became a beat, followed by two reaches. Deacon, sailing *Flying Colors*, was the only one of the leaders on points who was up in front at the end of the first leg, followed by Halsted, in *War Hawk*, and Driscoll, from San Diego Bay, in *Fo-Fo*. Picken was fourth in *Peace*.

The order at the next to last mark, however, was still Deacon, Driscoll, Halsted and Picken, and it looked as if the series was over. However, Deacon, smarting under the fact that he had not won a single race, elected to cover Driscoll and Halsted and these three engaged in a dog fight all the way home with Driscoll, in *Fo-Fo*, emerging the winner, Halsted second and Deacon third. Picken was gaining rapidly on all three. Art Deacon is World's Champion of the Star Class and deservedly so. Charles Ulmer in *Typhoon*, was sixth and won the B group trophy.

▶ As usual, not a protest was filed, not a boat crossed the line ahead of the gun and the good feeling prevailed throughout the series.

1942 INTERNATIONAL STAR CLASS CHAMPIONSHIP AUGUST 24TH–28TH

Bay Shore Y.C., Bay Shore, L. I.

Pos.	Skipper	Crew	Fleet	Pts. by Races					Total
1	A. M. Deacon	P. R. Roehm	W. L. I. Sound	15	17	15	15	17	79
2	W. H. Picken, Jr.	J. Forrington	Gt. So. Bay	19	7	18	16	16	76
3	C. De Cardenas	G. Carricaburu	Fl. de la Habana	17	19	10	19	9	74
4	T. Coe	B. Coe	W. Jersey	16	12	13	17	14	72
5	H. C. Halsted	R. Bowden	Moriches Bay	18	8	12	13	18	69
6	H. Driscoll	N. Burnham	San Diego Bay	7	13	17	11	19	67
7	C. H. Baker	N. B. Castle	L. Ontario, Am.	11	14	19	10	13	66
8	R. M. Allan	J. C. Smythe	Newport H'br.	0	15	16	18	15	64
9	P. H. Smart	V. McHugh	C. L. I. Sound	14	18	7	0	8	47
10	H. G. Brown	W. L. Nelson	So. Jersey	0	16	11	14	6	47
11	G. W. Elder	J. Zimmerman T. Parkman	Gravesend Bay	10	6	8	12	10	46
12	T. S. Clark	W. H. Wilson	So. L. I. Sound	13	11	9	0	11	44
13	C. Ulmer	C. K. Ulmer B. Wood C. L. Floyd	East River	0	9	14	8	12	43
14	E. E. Raymond	R. Jill R. Rich	Wilmette H'br.	6	5	2	9	7	29
15	C. L. Lee	E. W. Vick	Seneca Lake	12	3	4	5	3	27
16	C. M. Daniel	J. W. Bolding	U.S.C.G.A.	5	10	6	0	5	27
17	H. M. Clark	M. Kuehne	Cape Ann	9	4	5	6	2	26
18	C. H. Shoemaker	S. C. Daubin	U.S.N.A.	8	1	3	0	4	16
19	J. G. Douglas	L. C. Stevens	Lake Maracaibo	4	2	1	7	1	15

PAUL MAYNARD

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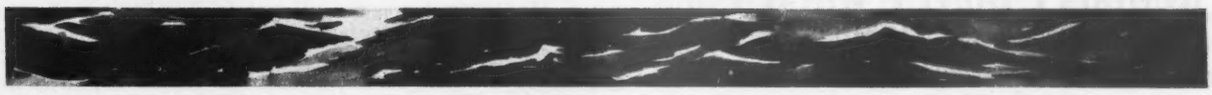

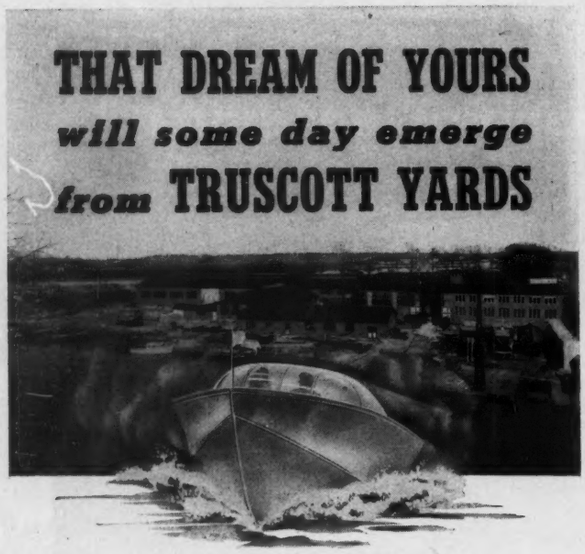

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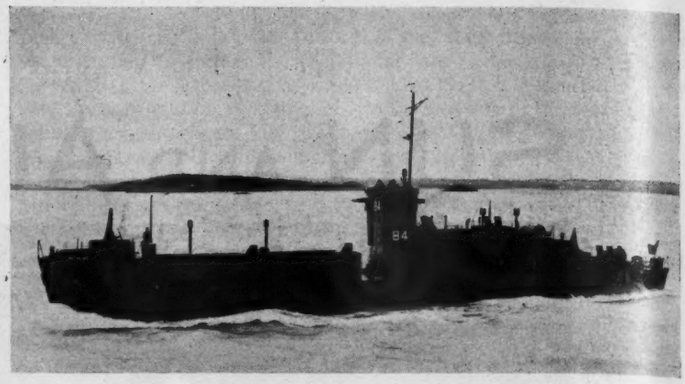

They would never win a prize in a beauty contest, but LCI's (Landing Craft—Infantry) have proven both seaworthy and maneuverable, and are playing a major role in the invasion of Europe. Official U. S. Navy photo

THESE LITTLE BOATS WENT TO WAR

(Continued from page 22)

"The outstanding bravery, professional skill and devotion to duty displayed by Halperin are in keeping with the highest traditions of the Naval Service."

The opinions and assertions contained in the above article are the private views of the writer and are not to be construed as official or reflecting the views of the Navy Department or the naval service at large.

UNDER THE LEE OF THE LONGBOAT

(Continued from page 40)

those power dives when I thought you were revving her up too much. You wouldn't kid me, would you?" For an answer to his question, he peered into the after cockpit and saw, from the position of the extra stick in its racks on the bulkhead, that Jack couldn't possibly have flown the plane. He turned as pale as silk. "Jack, my lad," he resumed, in a whisper, "for nearly two hours the old SB2U has been flying herself. An evening of heavy drinking won't do us any harm."

In case you're uncertain of the meaning and origin of the elegant word "snafu" used in the foregoing truthful tale, you'll be interested to know it is the initial letters of the phrase: Situation Normal — All Fouled Up. A member of the same word family not as widely known in the Navy is "susfu," meaning: Situation Unchanged — Still Fouled Up. And I hear that, in recognition of the unparalled collaboration of the two armed services in the present shindig, still another coined word has been added to the language. This is "janfu," which implies that everything is running as smoothly as can be expected, or, Joint Army and Navy All Fouled Up.

But snafu is my favorite word because it paraphrases in one mnemonic the classic Navy watchword: "When in danger or in doubt, run in circles, leap and shout."

VETERAN YACHT DESIGNER DIES

▶ Edwin Augustus Boardman died at his home in the Hotel Puritan, in Boston's Back Bay, on August 27th. He was fifty-seven years of age. Mr. Boardman was born in Boston and was graduated from Harvard in the class of 1899. While in college, he stroked the Harvard crew; after graduation, he devoted his talents to yacht designing. He paid particular attention to small, fast yachts and from his board came many successful racing craft. He was expert in the design of racing boats of the scow type, those skimming dishes of shoal draft and long overhangs such as the boats which raced for the Seawanhaka Cup soon after the early half raters faded out of the picture. Among his boats were the two *Manchesters* and the *Massachusetts*, all of which had notable racing careers. In 1905, he brought the Seawanhaka Cup back from Canada with *Manchester*, and, five years later, repelled the Canadian challengers with *Massachusetts*. After a lapse of twelve years, the cup was raced for in Six-Metres.

Mr. Boardman was the author of *Small Yachts*, now almost a collector's item, a most interesting book treating of the design, tuning up and handling of the small racer.

Besides racing abroad, he sailed in Thomas Sopwith's *Endeavour* off Marblehead in 1937 in a series of races held after the America's Cup contest had been decided.

He is survived by his wife, two daughters and a brother.

DESIGN FOR INVASION!

(Off'l U.S. Navy Photo)

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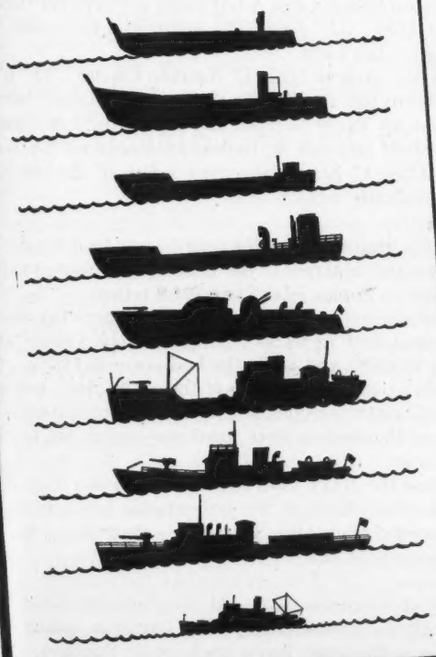

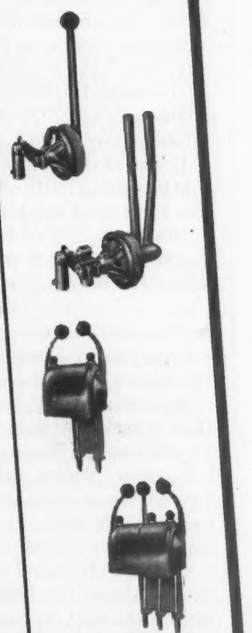

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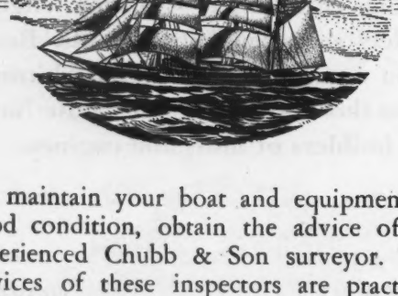

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CHESAPEAKE BAY ACTIVITIES

By Bugeye Bill

▶ The Labor Day week-end found plenty of activity at two of the Chesapeake Bay country's busiest sailing centers of the year: Hampton, Va., and West River, Md., as a fleet of 40 small craft competed in a special regatta of Hampton Y.C. and 32 at the West River S.C.

The West River event even drew sailors from Washington, who trailed their Comets and Penguins over to Galesville. This regatta opened on a Saturday, the first race starting a few hours before dusk. Second and third races were sailed on Sunday, the 5th.

Chesapeake "20s," which claim West River as their "birthplace," were the largest division with 14 starters. Winner by a good margin was *Chesapeake*, which Delbert Zang, of Galesville, chartered for the season from Dick Hartge, designer and builder of the "20s." He scored a first and two seconds. Vernon Gingell, from Washington, was second in *Vanity*.

Ten Sixteen-footers, which carry a mighty spread of canvas for their size, came from Fairhaven and Galesville. Winner was *Aloha*, sailed by another of the Hartges, young Buddy. *Flying Cloud II*, a Fairhaven entry, sailed by Enos Ray, was second, and Hugh Wallace's *Petunia* was third.

The Penguin division was won by Joe Krafft's *Pluto*, from Old Dominion B.C., Alexandria. Frank Howard, of Washington, took the Comets.

▶ Hampton's regatta was a one-day affair, held on Sunday. The cruising classes were delayed nearly an hour and other divisions 30 minutes by light airs but the breeze hauled to south'ard just in time and blew 10 to 12 miles.

Class A cruising boats (a deadrise class) were led in by Lyndon Crawford's *Tangier*. Her time for the 10-mile course was 2:32:39. Bill Cunning's *Fair Winds* was next, and E. F. Hewins' *Gypsy II* third.

All other boats not deadrise or one-design raced in Class B, won by R. W. Hanson's *My Lady* in 2:31:02. They, too, sailed a 10-mile course. "Toots" Prospere with *Valhalla* was second.

Hampton One-Designs made a good showing, that veteran skipper, Vincent Serio, placing first. H. A. Wilson was second and W. H. Brock, third. In the Knockabout Class, O. A. More's *Gladys Lee*, sailed by Homer Hallock, won. Next were J. V. Becker and N. H. Lauderback.

More took over a Warwick dinghy, one of the local designs, and won. D. R. Cumming placed second and T. G. Williams third. The Penguin Class, with 10 starters, was won by C. V. Boykin.

▶ The Bay's longest big-boat event of the year, the Gibson Island-Oxford race sponsored by the Chesapeake Bay Y.C., found 14 starters off Baltimore Light. Ten of these were from the Naval Academy.

For the Navy's big *Highland Light* and *Vamarie*, however, it was not the day. The *Light*, winner of the Poker Bowl for the best corrected time last year, was first to finish and first in Class A but could not save her time on Johnson Grymes' New York "32" *Folly*. The latter won the bowl, after finishing only 10:26 behind the *Light*.

It also gave Grymes first prize in Class B. Norman Owens' "32" *Gallivant* was second with a corrected time of 4:11:49. The Navy's yawl *Intrepid* was the first of six Academy yawls to finish and placed third in Class B.

Jim Speer, late of Oxford and now in Baltimore, chartered the Week-Ender *Sprite* and won Class C. She finished just astern of the big Navy schooner *Freedom*, theoretically scratch boat.

▶ Nineteen yachts — the biggest fleet of the year — came out for the Naval Academy Y.S. second and final race of the season. The course was from the Severn's mouth down to Poplar Island buoy and return.

First was Owens' *Gallivant*, thus giving her the best corrected time in the Cruising Division and first in Class B. Aberdeen H. Curtis' sloop *Lorelei* won the Racing Division and made the best corrected time.

Vamarie, placing eighth on corrected time of the entire fleet, managed to win Class A. *Highland Light* was second and *Spindrift* third. All are Navy boats. Incidentally, 14 of the starters were Academy yachts, ten of them being the one-design yawls.

Second to *Gallivant* was the Navy yawl *Restless*, with sister ship *Frolic* placing third. The little yawl *Starlight*, the only starter in Class C, was fifth in the fleet on corrected time. Otts Tiedeman's sloop *Mary* was the only other Racing Division boat out.

▶ Hampton Y.C. fleet at Hampton, Va., and the Potomac River fleet, are now sailing their national awards series. The former is sailing three races each of four Sundays, the latter two a week for six Sundays.

Hampton's fleet is growing steadily and counted good turnouts for both the Fourth of July and Labor Day regattas. J. L. Stevens, Jr., won the Independence Day race in his *Tudy*. C. V. Boykin's *Little Bird* was second,

and E. B. Rowe, Jr., third in *An-Nan*. Boykin was winner on Labor Day, with Rowe second and J. E. Maytham, third.

▶ A fleet of 10 Penguins competed in the annual West River S.C. regatta over Labor Day. It was the biggest fleet on the Bay this summer. Winner of the three-race series was Joe Krafft, in *Pluto*, from the Old Dominion B.C., Alexandria. Jack Reckord, from Baltimore, was second in *Side Car*.

MAINE COAST NOTES

By Lawrence B. Getchell

▶ A big day for the 30,000 workers of the New England Shipbuilding Corp. took place on August 12th when the yard launched its 100th vessel at South Portland. Seventy of these ships were produced for the U. S. Maritime Commission, while 30 were turned out for the British Ministry of War Transport. A few days after this noteworthy occasion, the management and 30,000 employees of this biggest of Maine's shipyards were awarded the Maritime Commission's "M" pennant. Rear Admiral Emory S. Land, chairman of the Commission, made the presentation.

▶ Considerable expansion of plant facilities has recently taken place in the two yards operated by Henry R. Hinckley at Southwest Harbor. Finishing touches are being applied to a new building for the Manset Boat Yard which will give it about 14,000 sq. ft. more working area, while the Southwest Boat Corp. has gained some 6000 sq. ft. of space by leasing a large, one story structure adjacent to its main plant.

Since yacht building went by the board (temporarily), the latter yard has been turning out large commercial vessels, one of which was "High Line" fisherman of the Gloucester fleet during June and July. She is the 97′ dragger *Bonaventure*, Capt. Joseph Novello. During June, she landed 729,000 pounds of fish in Gloucester, averaging 182,250 pounds per trip. She topped that average in July by bringing home 583,000 pounds in three trips. On one occasion, in June, she reportedly landed the biggest trip of redfish ever brought into any port — a catch of 197,000 pounds. *Bonaventure* was designed and built by the Southwest Boat Corp. in 1942.

▶ The U. S. Destroyer *Norman Scott*, named for the naval hero of the Battle of Guadalcanal, was launched at the Bath Iron Works on August 28th. It will be remembered that units under the command of Admiral Scott destroyed eight Jap ships and routed numerous others in this memorable naval victory of last Autumn. He was awarded the Congressional Medal of Honor — posthumously.

▶ To an innocent bystander it seemed that the trim looking, spick and span naval tug launched by the Camden Shipbuilding and Marine Railway Co. on September 1st deserved a better cognomen than the barren *ATR-18* by which she will be known henceforth.

Regardless, the launching was a brilliant occasion for it marked the initial plunge of the 20th wooden vessel built by the Camden yard since this war began. Also, it denoted the completion of 467,819 man hours of work by the organization's employees without the occurrence of a single, disabling accident. The yard was awarded a Certificate of Merit by the Liberty Mutual Insurance Co. for this outstanding performance.

FLORIDA TRADE WINDS

By Vivyan Hall

▶ A turnout of 20 boats and perfect sailing weather combined to make Jacksonville's Rudder Club regatta a good party. The main event was the annual Comet Class race for the George W. Gibbs Trophy. Russell Robson's *Foam II* covered the eight-mile course off the River Oaks basin in 1:40, with Kelsey Hutchinson's *Ginger* in second place and Donald Fisher's *Nipper*, third. In the Open Class, Murray McQuaid's *Soothsayer* led a ten-boat fleet for first honors with Lyle Vernier's *Four Winds* a close second and Bronson Lamb's *Sinbad*, third. In the Handicap event, *Sinbad* came out on top with *Soothsayer* second and Bolling Fortson's *Quick Silver*, third. E. John Saare handled the races from the cruiser *Taney* of the Coast Guard Reserve with Mrs. Saare doing the timing.

▶ Also at Jacksonville, George W. Gibbs' Gas Engine Co. has recently launched two PSC's, numbers *1429* and *1430*. The latest launchings at the St. Johns River Shipyard here were the Liberty ships *Admiral Dewey* and *Rufus G. Dawes*. USS *Mazama*, the 25th naval vessel built by the Tampa Shipbuilding Co. in ten months, went overboard in mid-August. She is an ammunition carrier, the second to be turned out by this yard.

▶ With all of the regular West Indies cargo ships taken over for the war, smaller boats of every sort have been pressed into service. The Dominican Republic is solving the problem by building its own wooden freighters.

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Working from the designs of Robert E. Collins, the Merrill-Stevens Dry Dock Co. has been given a contract for six 115′ 300-ton schooners. Keels, frames, etc., are fabricated at Miami and shipped knocked down to Trujillo City where Captain Ralph McCallum, of the Merrill-Stevens staff, supervises final construction. The boats are gaff-headed three-masters and the three already in commission are reported to have shown an 11-knot speed. Provisions have been made for the installation of engines later when motors are available.

▶ At the Daytona Beach Boat Works, M. L. Chadwick has been advanced from general manager to president. Among the yachts in storage there are George Dobyne's motor houseboat *Coconut* and the bugeye *Florence*, owned by John E. Andrus. Last spring the yard was awarded the Army-Navy "E" for excellence in the production of 110′ sub-chasers which they are still turning out. Tycoon Tackle, Inc., in Miami, has just been awarded the Army-Navy "E." As makers of tackle for big game fishing they were second to none. Since switching over to navigation instruments and aircraft parts, the force has been expanded from 30 to 300. The Miami Shipbuilding Corp. has been awarded a second Army-Navy "E" star.

▶ Thomas Shevlin, who has always been among the leaders in the Cat Cay tuna tournaments, is now a lieutenant, j.g., in the Coast Guard and on duty at Havana. Frank Alderman, former commodore of the Fort Myers Y.C., where he raced motor boats, is also a junior lieutenant in the Coast Guard and Captain of the Port down the Keys at Marathon. James Davis, of Mamaroneck, who as a member of the Corinthians was active in cruising races around Long Island Sound, is a navigator with Pan American Airways. Robert Baxter and Hollis Baker, Jr., both of Grand Rapids and crewmen in several Chicago-Mackinac races, are going through the sub-chaser school for officers at Miami. Bruce Morrison, of the Stamford Y.C., and the C.C.A. and a Class X dinghy sailor, has just completed the sub-chaser course. Francis Bidwell, of Tampa, whose *Pieces of Eight* and *Babe* took part in a number of Havana races, is now the executive officer of a naval vessel.

ON COLLEGE CHARTS

By Leonard M. Fowle

▶ The Executive Committee of the Inter-Collegiate Y.R.A. has voted to carry on the usual fall dinghy events. The only major change is the decision to advance the annual Freshman Championships, heretofore sailed during the spring, to a fall competition for the duration. Coast Guard will hold the event on the Thames on October 3rd.

▶ An effort is being made to adjust the date for the fall's No. 1 event, the Schell Trophy at M.I.T., to fit the scheduled V-12 vacation period in October so that distant schools like Michigan, Cornell, Dartmouth, Pennsylvania, and Lafayette may more easily compete. This may result in a shift from the announced date of October 30th to October 24th. The semi-annual Middle Atlantic Associate Member Championships have been discontinued for the duration because of the travel distances involved, but the New England Associate Championship will be held as usual.

▶ Save for the unavoidable withdrawal of Michigan, the first annual International Star Class Championship of the I.C.Y.R.A. came off as advertised August 14th–15th and proved a great success. The weather was perfect and the competition extremely close in this event held on the Thames River in Coast Guard Academy's fleet of eight Stars.

Through the series of eight races on the change-of-boat plan, five crews were always nip and tuck, a whole sail southwester on Saturday afternoon and a good northwest wind on Sunday. The winning Yale crew (of Stamford boys with a Star Class background, Donald McCullough, skipper, and Gerald Daly), captured three firsts, a pair of seconds, two thirds, and a fifth for a total of 62 points.

McCullough, a newcomer to college racing, sailed consistently throughout the series and at times displayed clever sailing tactics. When Harvard stumbled, Commodore Jim Fox, of Pennsylvania, finished as runner-up. Fox won two races, had a pair of thirds, and a fourth. The final scores were: Yale, 62; Pennsylvania, 56; Brown, 53½; Harvard, 47½; Williams, 44; Coast Guard, 35; M.I.T. and Stevens Tech, 25 each.

▶ President Jack Taft of the I.C.Y.R.A., who had pinch hit as skipper of the M.I.T. crew in the Star Championships when Hal Boericke was taken ill, redeemed himself a week later in the Lieutenant Leonard M. Fowle Trophy regatta for the "Summer Championship" at M.I.T. On paper, Tech was slated to trail Harvard and Holy Cross but Taft, with Bob Smith as co-skipper, teamed with the Tech ace Harold Boericke to pull out an extremely narrow margin of victory. After 18 races, only four points separated the three colleges: M.I.T., 222; Holy Cross, 219; and Harvard, 218.

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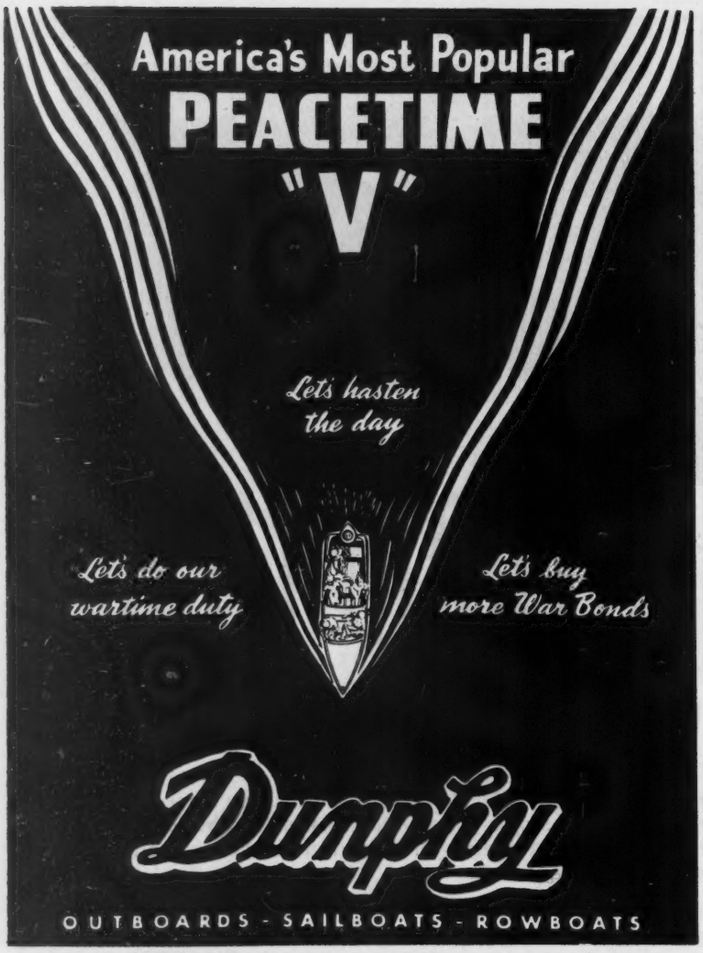

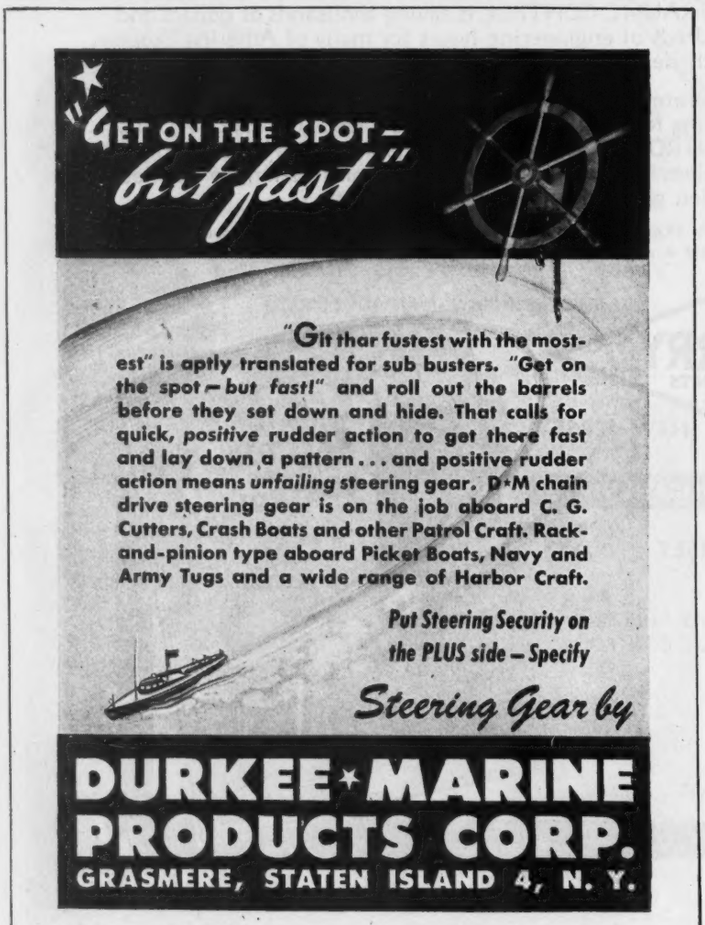
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Easterlies, the Charles River Basin's best breeze, generally prevailed as a field of 14 colleges sought the Fowle Trophy. Johnny Burton and George O'Day gave Harvard an early lead which a foul shortly erased. Then Tommy Macdonald and Arthur Ogden, of Holy Cross, steadily opened up a lead until it was a 14-point margin over Tech after 12 races. About this time, Harvard, once 20 points astern of Holy Cross, hit a new lease of life with O'Day and Burton consistently landing first or second while Boericke and Taft or Smith were concentrating on the Holy Cross pair.

The other teams were well astern of the leaders but the results were interesting. Tufts, fourth with 176; Brown and Williams were next with 168 and 165, respectively; Northeastern scored 162; Coast Guard was next with 143. The other scores were: Stevens, 133; W.P.I., 131; Boston College, 130; Yale (with one crew only) and Bowdoin, 79 each; and New Hampshire, 57.

MASSACHUSETTS BAY FLASHES

By Ed Earle

▶ The successful racing season of 1943 closed last month. It all turned out far better than was expected in view of the restrictions and the gas shortage which carried up to almost the last of the season, when club launches resumed action and members put oars away and rode out to moorings in oldtime style. The Internationals, 30-Square-Metres, National 110's and big Town Class featured at Marblehead. The Hustlers and Radios had a heavy year at Winthrop while the Indians carried on at Squantum and the Winabouts increased at Wollaston. Despite the fact that the main fleet from Boston Bay was unable to come to Marblehead Race Week with any strength because of wartime rules relating to permits and tows, the fleet hit 150 in the biggest day. The 16th annual three-day regatta of the Winthrop and Cottage Park Y.C. produced the Bay high with 67 starters, including 17 Hustlers and 24 Radios.

▶ The Pleon Y.C., the oldest junior organization of North America, carried on in lively fashion with Commodore George D. O'Day, Frank P. Scully, Jr. (National 110 champion of 1942), Bob Scully, John Marvin, Brad Noyes, Clinton McKin (New England 110 Class champion), and John A. Blogett, Jr., prominent helmsmen. O'Day and Frank Scully invaded Larchmont to take second in the 110's and the Pleon sailors cleaned up in the team races at Pequot. At the annual dinner, Blogett received the improvement medal for the year for his performance in the 110 Class. He gained further fame by capturing the annual Brutal Beast tournament.

▶ Rear Commodore "Dick" Seamans, of the Corinthian Y.C., has bought the auxiliary Eight-Metre *Vulcan*, ex-*Taurus*, ex-*Fanita*, from Commodore Homer R. Hill, of the Savin Hill Y.C.

▶ Frederick J. Leviseur, of the Eastern Y.C., is among the older group of yachtsmen taking up his duties as a major in AMG and will train at Camp Custer. His *Last Straw* has been hauled out for the duration.

▶ The 43′ schooner *Sequin*, formerly owned by ex-Commodore Thomas M. Elcock of the Boston Y.C., was sold to William P. Goeschel, of Detroit, through the office of Eldredge-McInnis, Inc. She is now being fitted out and the new owner will sail her out to Detroit. The 34′ Single-Hander *Betty IV* has been bought by Coburn Smith, of Boston, from Clifton H. Dwinnell, Jr., of New London.

Other sales through Eldredge-McInnis include the 30-Square-Metre *Michl V* from Coburn Smith to Everard Stubbs, of Vermont. Her home port will be Marblehead. The 30′ 6″ over all auxiliary sloop *Sterex II*, from Dr. Reginald Smithwick, of Marblehead, to Carroll R. Swaney, of Boston; she will be used at Annisquam. The Casey cutter *Nevis II*, from C. P. B. Jeffreys, of Middletown, R. I., to Dr. Thomas H. Russell of New Haven. She will be renamed *Chantey*. The auxiliary sloop *Cygnet* from William B. Coffin, of Boston, to L. G. Krussell. She has been sailed down to her new home port at Niantic, Conn. The 27′ over all auxiliary sloop *Sculpin* from Frederic L. Walker, of North Abington, to Ralph L. Snow, of Seekonk; the 25′ Chris-Craft cruiser *Mathilde*, from David C. Davidoff, of Boston, to Joe Schuldice; the Malabar Jr. sloop *Bunny* from Vernon Hart to Manson E. Wood, of Wakefield; the 32′ power cruiser *Annisquam* from Frank G. Darlington, of Pittsburgh, to Leo Dion, of Salem.

▶ Henry Baay, of Baays Yacht Yard, Marblehead, has recently bought Kenneth F. Miller's auxiliary schooner *Troubadour*.

▶ The Herreshoff Manufacturing Co., of Bristol, will build two 71′ draggers from the designs of Eldredge-McInnis. A. M. Smith & Co., Halifax, N. S., are having a 103′ dragger built at the LeBlanc Shipyards, Weymouth, N. S., from the board of Eldredge-McInnis. W. A. Robinson, Inc., Ipswich, is building a 103′ schooner-rigged dragger for the United Fisheries of Gloucester. She will be practically a duplicate of the high-line dragger *Columbia*.

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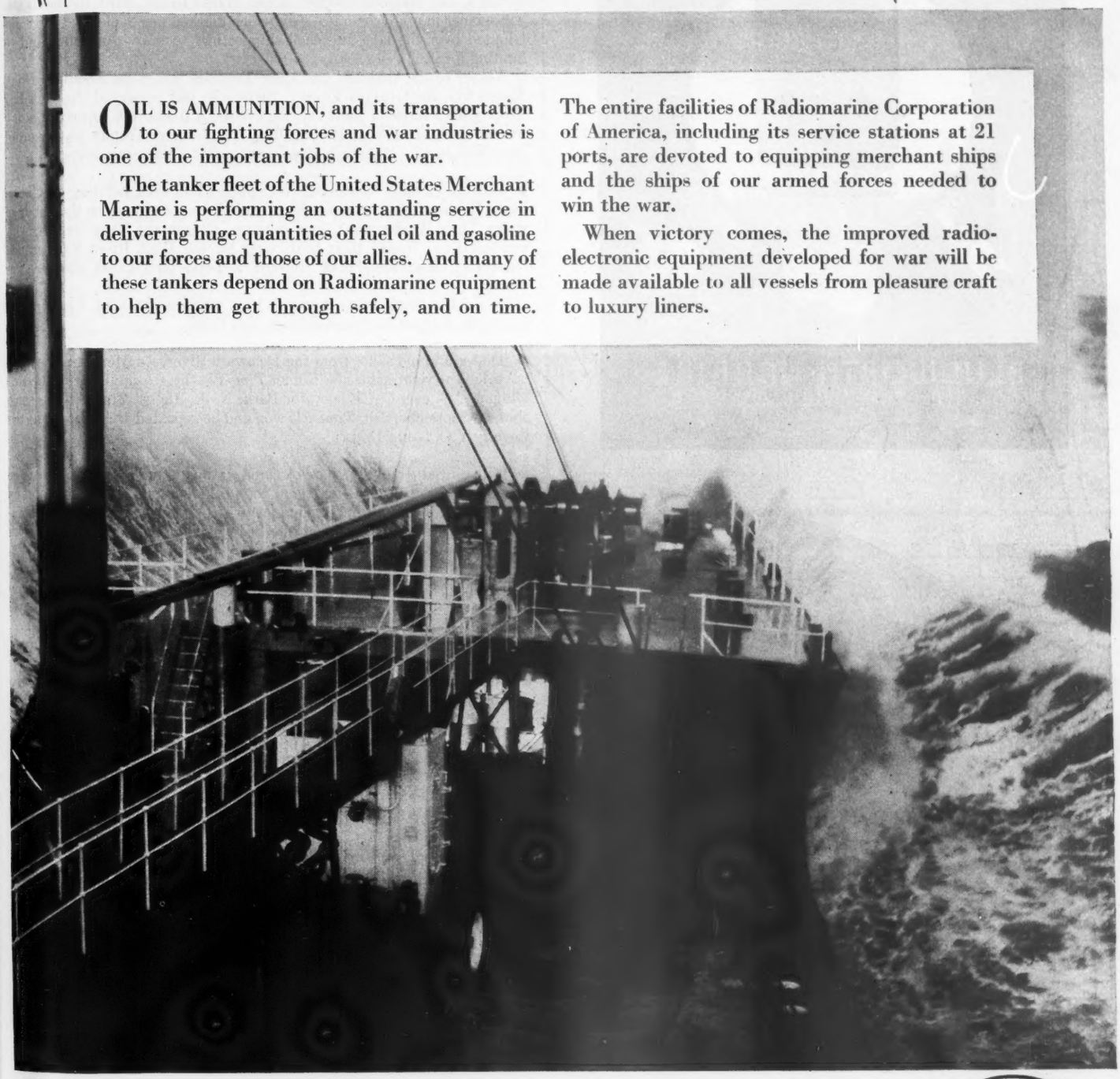

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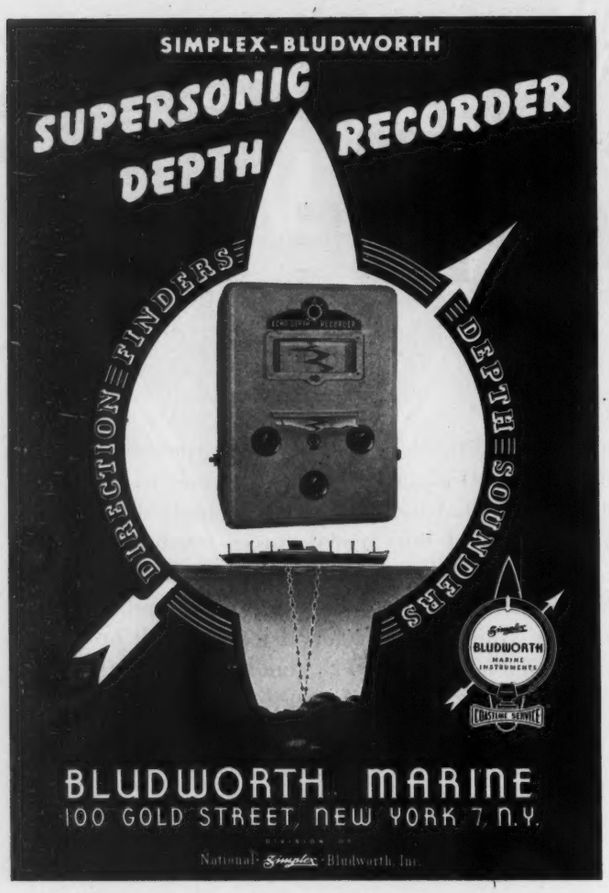

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COMET COMMENTS

By Mac Lamborne

▶ One of the most successful Labor Day week-ends was the Medford B.C. regatta at Medford, Mass., in which a large fleet of Comets competed in a fine sailing breeze. A lobster dinner, served to some 150 persons, opened the affair. It ended with presentation of trophies.

To Jackie Reynolds went the Redding Trophy, an event in which skippers who have never won a first or second place were eligible. Ed Blake placed second. Winner of a special girl skippers race was Joyce Marsh, with Anne Oxnard second and Marilyn Curry third.

The junior skippers race, for boys and girls under 17, was won by Buddy Redding. Leo Marshall was second and Robert Lyons, third. Reynolds also was winner in a novelty race — in which marked pieces of wood were distributed over the lake and each skipper had to draw a number and go hunting for it.

Winner of the Goddard and Carr Trophies was Fred Redding. Hank Moore won the Greaves Trophy. Blake also was presented the Rawding Trophy for a series of eight evening events. A free-for-all turned in a new winner in the person of Bob Shalline. The Cheerio Trophy was awarded Miss Marsh, who had the highest points after a three-race series.

▶ Because gasoline restrictions have played hob with yachting on Chesapeake Bay this season, Comets have made few appearances on that body of water. Three Washington Comet sailors — all from the Navy Department, incidentally — trailed their boats over for the West River S.C. annual regatta at Galesville. Frank Howard, a Texas Gulf Coast skipper, was winner.

Lt. Ed Braddock, from Barnegat Bay, placed second. Lt. Comdr. Jess Haydock, another Barnegat skipper, was third.

▶ That grand old sailor from the Delaware River, Ed Merrill, appears to have done all right in his new Comet *Time-Fly* this season. Ed won the Red Dragon C.C. event at Edgewater Park, N. J., August 21st. At the same club, on September 5th, *Time-Fly* won and he repeated this victory at the Beverly Y.C. Labor Day.

▶ William Baltz and his *Blue Peter*, and Arthur Miller's *Uno*, appear to be outstanding Comets on Long Island Sound this summer. The last report on their activities came from Larchmont over Labor Day. In the fall championship series regatta held at the Seawanhaka Y. C., Baltz won with Miller second.

▶ The new Comet fleet at Sea Isle City, N. J. (No. 82), has Carl R. Straubmiller as acting fleet captain, and Ruth A. Patterson as acting secretary. Fleet 83 is the latest to join the Class and is located at the Cedarhurst Y.C. on Long Island. James Timpson is fleet captain, Bill Timpson secretary.

▶ That perennial champion on the Potomac, Clarke Daniel, won the summer series of Comets racing under Potomac River S.A. auspices. His *Robert E. Lee* scored .836. Howard's *Hi-C's* was second with .730.

▶ Eric Johnson is fleet champion at Stone Harbor, N. J., winning the series sponsored by the Stone Harbor Y.C. over George Mehl, Jr., who is only 14. Commodore Harold Evans was winner of the summer series in which George Pain finished second.

▶ A Stone Harbor skipper also came through as Comet winner in the two-day regatta at Wildwood Crest, N. J. He was John C. Clarke.

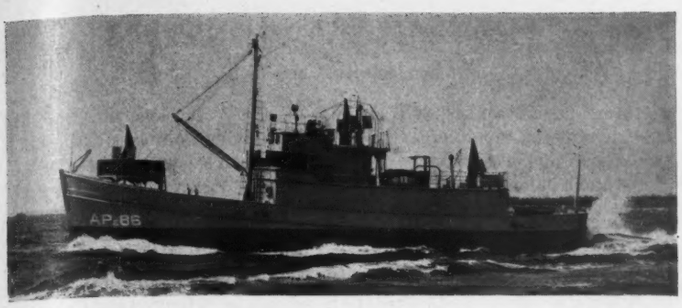
NARRAGANSETT BAY GOSSIP

By Jeff Davis (Old Doc)

▶ The Narragansett Bay regatta season — not the boating season as there are still some small boat races to be sailed — ended with a 32-nautical mile race from the Rhode Island Y.C., on Labor Day. It was the first race of the season in which any serious accident happened.

▶ *Tuna*, the old — no one really knows how old — 21′ w.l. sled that had won the Narragansett Bay Y.A. championship, was dismasted. Only the day before, her owner remarked to me: "Well, Jeff, there's only one more race for her to hold together" but he was optimistic. When off Rocky Point, well in the lead in her class, her port shroud parted. Her mast jumped out of the step and went as far overside as it could with the heel under the deck, sails were in the water, but she came back to the club under the damnedest jury rig ever seen in a Rhode Island yacht race.

Her boom had been broken and, taking one part of it for a battering



One of a large fleet of APc's (coastal transports) recently built by Herreshoff of Bristol, R. I., 103' o.a. and with a displacement of 245 tons. They are Diesel powered and are used for coastal troop and cargo transportation

ram, the crew stove her deck in to relieve the mast, then stripped it of sails and rigging and got it on deck. They rigged the spinnaker pole for a mast, set a storm jib on it in place of the mainsail and, using half of the broken boom for a spinnaker pole, set a spinnaker to starboard.

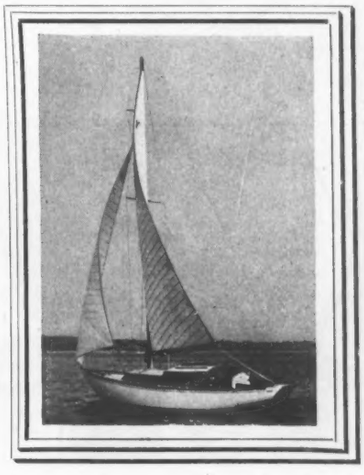
Tuna is one of those boats that you sometimes hear about but seldom see. Allan Young found her stored away in a boatyard somewhere along the south side of the Cape eight or nine years ago and bought her. He and Jack Tiplady sailed her around to Bristol and she took a beating on the trip. Sam Wardwell strengthened her up a bit. Sam said she wasn't fit to go out in anything but a calm, but Young won one or two championships with her.

In the 1938 hurricane, she was the only boat at the Edgewood Y.C. moorings that rode the storm out. Then he sold her. One night, vandals dropped her centerboard and cut the pennant and, when she grounded at low water, she sat down on the board and bent it badly. Then with a boathook they punched more than 20 holes through her planking. Then Al Means bought her "as was" and patched her up.

This summer, she sailed six races and got 16 of 21 possible points which gave her the Class B championship. Harvey Flint sailed her.

▶ This might be called the Narragansett Bay Who's Who. *Tuna* won the Class B championship, *Nina* the Class C, *Normerry* the Cruising Class, *Wetasse* the Class T, *Gusta* the Class W, *Seneca* the Indians, *Avis* the Snipes, *Rambler* the Herreshoff 12½-footers, *Sea Pup* the Able Seamen Beetles, *Maillot* the Apprentice Beetles, Wendell Brown the Peppy Pappies and Byron Waterman the Tired Fathers.

▶ *Short ends.* . . . The Edgewood Y.C. admitted six new members and elected Edson W. Sawyer, Murray S. Upham, Stanley G. Cady, Leon E. Nickerson and Ernest T. Scattergood the committee to draft a slate of candidates to be acted upon at the annual meeting. . . . The Narragansett Bay Indian Association has elected Leon E. Nickerson president and Anthony Waller secretary-treasurer. . . . Paul Everson has bought the 38' double-ended ketch *Haljen* from Jerry Lewis, of Dorchester, Mass. . . . Ralph Vale bought the Indian knockabout *Winona* from Jean Scattergood and, two days later, was ordered to Boston to be sworn in as an ensign in the Coast Guard Reserve. Charles McKenna, lieutenant in the Temporary CGR, has bought *Winona* from Vale. . . . Steve Kindelan has bought the Herreshoff S boat *Surprise* from Reginald Lanier, of Newport, and Leo McDevitt has bought *Meg* from E. Stuart Peck, of New York. . . . Yankee Dories are also having a boom. This spring there was only one here. Then Jack Tiplady bought one, named her *Jan*, sold her to Alfred Nazareth after she had won a race and Nazareth named her *Mohawk*, leaving Jack free to name another he bought *Jan*. Before he did, he sold her to George Cranshaw who named her *Winard*, and Jack has bought another *Jan*. Roger Hale wanted one for his boy Ted, but bought a Town Class boat instead. C. V. Nylen has sold his auxiliary cutter *Gallivant* to C. P. Amory, of Newport News. . . . Ralph Patton and Thurston Steele have bought Herb Barlow's auxiliary yawl *Tamar II*. . . . Lieut. Prescott B. Huntington, USNR., now stationed at Quonset, has brought his 40-Square-Metre *Betelgeuse* from Port Jefferson and has joined the East Greenwich Y.C. . . . That little 18' cat boat built at Harris and Parsons' two winters ago has been bought by Miles Standish. . . . Don Wilson has bought Steve Kindelan's Indian Class *Indian Penny*, and Don's older brother Ford has bought a Town Class boat. . . . Bud Phillips' Triangle *Flying Cloud II* has been bought by Ed Quirk, of the Rhode Island Y.C. . . . Beetle cat boats are sure moving about. Billy Conley, Edgewood, sold his *Stormy* to Duke McCann, Touisset; LaVerne Matthews, Barrington, has bought Fred Mason's *Trinket;* John Callard, Edgewood, sold *Tor Kat* to O. E. Greene, Barrington; Walter Thorpe, Edgewood, sold *Nipper* to Dr. Soley, Bay Ridge; Kenneth Seibert, Barrington, bought Mrs. Charles Gladding's *Shomi* for his daughter Joanne and Walter Thorpe bought Ricky Wilson's *Ta Ta* to replace *Nipper* in Gil's affections.



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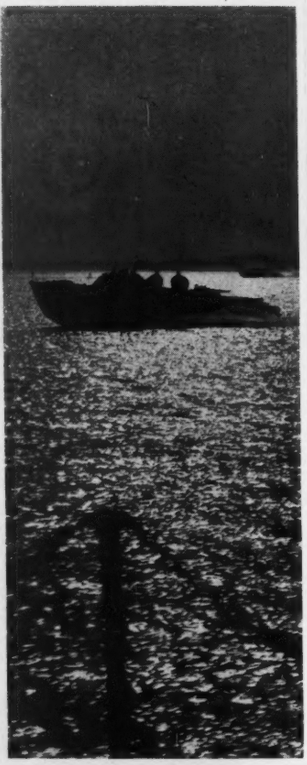

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FROM SAN FRANCISCO BAY

By Jesse L. Carr, M.D.

▶ Intercollegiate sports, at a low ebb on the West Coast now, still had enough impetus to promote the annual Stanford-California Regatta. A two-way event, it combined class racing between a pair of selected P.I.C. sloops and a handicap race between two larger Division 7 boats. Skippers of the latter were sons of old-time yachtsmen and racing men in California; the University of California being represented by *Malabar VII*, owned by Charles Langlais and sailed by his son Bill; while the Stanford entry, the ketch *Aloha*, was skippered by Howard Wright, Jr. Although first in actual time, *Malabar* lost to *Aloha* after the handicaps were figured and California also lost the P.I.C. match race, leaving a clean sweep to Stanford for 1943.

▶ Larger yachts continue to be sold north, Arvid Johnson having recently bought the 59′ schooner *Suez* from Los Angeles. Moved out of the restricted area of Los Angeles, under Coast Guard permit, she made this trip north under sail and power after encountering heavy storms off Point Sur. The once famous ketch *Dragoon* has also been reported sold.

▶ The Seamanship Training Corps program, initiated early this year, is now complete and apparently ready to go into action. The bulk of organization has been done by Commodore Stanley Barrows, who appointed an able committee, including Commodore Sydney Ford and Charles Langlais, the latter in charge of boat procurements for practical experience to be given the trainees. The original course proposed by the national committee has been attenuated to a considerable degree, eliminating much academic detail and emphasizing more practical seamanship. Difficulties have been encountered in the personnel of the public school system, inasmuch as many of the men who have been interested in the program have left for the Services. There remains, however, a good nucleus of teachers in the public schools, and there is great enthusiasm on the part of the students. There is still a great need for practical yachtsmen who are willing to give high school students an hour or so of their time on their own boats week-ends.

▶ The San Francisco Bay season closed on September 12th with the St. Francis Y.C. Regatta. Held in former years pretty much over the old Channel course, restrictions of war have forced the St. Francis Y.C. to adopt new courses for their aquatic acrobatics. Incorporated in the course program are double windward-leeward races, 360° turns of buoys, port tack starts, and numerous other strange and wonderful things.

▶ Robert Rose, of Coyote Point Y.C., announces launching his knockabout *Four Roses V*. Edward Brubecker, of the same club, has bought *Eleanor*, and Ellis Bergen has sold *Gypsy*. Andrew Byrd has sold his sloop.

▶ The Aeolian Y.C., on the other hand, announced the acquisition of four new boats. Everett Howell has bought a Cygnus Class sloop; H.R. Bauman, a 32′ cruiser; John Robie, the motor ship *Mani Wai;* and Edwin Clark, a Snipe. Myron Lee has bought the schooner *Lucky Star* from Los Angeles.

▶ Nick Lucy and Gordon Strawbridge, both lieutenants in the Coast Guard, are serving aboard CG. cutters. Lt. Wm. Pabst is home on a 10-day leave from the Naval air station at Kingsville, Texas. Naval Flying Cadet Jim Wylie has been transferred from Del Monte to an unknown station. Dr. Atkinson, former owner of *Smoothie Two*, now a captain in the Army, has left for an unknown port. Sydney Miller is at the Coast Guard Academy in New London, Conn., and Captain Wm. H. Nelson, of Aeolian, is at the Cave Creek Recreational Center in Arizona.

DETROIT JOTTINGS

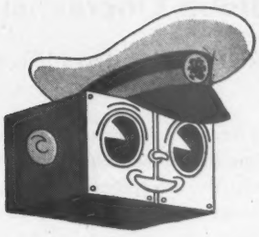
By George E. Van

▶ That creaking sound that echoed around the Great Lakes during the Barthel Trophy series on Lake St. Clair didn't come from the hulls and gear of the contesting Eight-Metres, *Shamrock*, *Pintail* and *Warrior* but from the bones of elderly fellows who made up the Lake Erie, Lake Michigan and Lake Ontario crews.

Take that outfit from the Chicago Y.C. who made up the Michigan crew of Freddie Spencer, Vic Milliken, Eddie Schnabel, Phil Hill, Laurie Hendricksen and Ollie Karas. The combined years of the six would top 300.

There were no junior leaguers, either, on the Detroit crew representing Erie: Joe Snay, Ted Coggin, Russ Pouliot and Carl Meurer. Bud Doyle and his gang from the Youngstown Y.C., hard by the turgid waters of the Niagara, were well beyond the Sea Scout age and Doyle confesses he is just a year or so this side of coming apart at the seams.

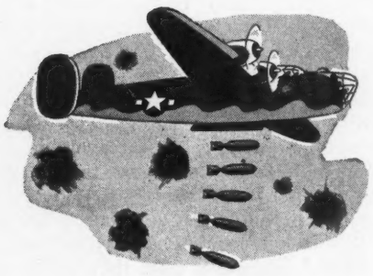
▶ *Bilgewash:* If all the "Eights" reportedly bound to Detroit from the East were laid end to end, it would look like an invasion fleet. . . . A half



Song of Elmer...
the pilot who never gets tired

He holds no place in the Officer's Mess
for he does not sleep or eat,
He's the Quietest Birdman ever took
his place in a cockpit seat—
He joins no laughter, nor shoots the breeze,
nor whistles, nor hums, nor sings,
But he's flown more planes than any man
who ever wore pilot's wings...
...has Elmer!

He's an old, old hand, as old hands go
in a young man's game today,
For he circled the globe in 'Thirty-three
with Post in the Winnie Mae—
He's an Army man, he's a Navy man,
and he flies with the R.A.F.,
And the Yankees say, and the British say
of pilots, he's the best...
...is Elmer!



Often when bombers have levelled off
for the last tense bombing runs,
And the bomb-bay doors are opened wide,
and the gunners man the guns,
When the flak comes up as the bombs
go down, and the target zone is clear,
Then who is the pilot who holds the course
set by the bombardier...?
It's Elmer!

He can hold a plane on a chosen course
while the crewmen rest or sleep,
He can level off for a landing glide,
or bank her sharp and steep—
He can spiral up, he can spiral down,
or hold her level and true—
His hydraulic muscles never tire
the way human muscles do...
...not Elmer's!

And so bombing, transport, and cargo
planes, take Elmer on every flight
To spare the pilot and rest the crew
for emergency, storm, or fight—
He needs no rest, for he never gets tired,
being only a cold machine,
Just wheels and wires and gears and cogs,
with brackets and stuff between...
...is Elmer!

He wears no medals, he holds no rank.
Why should he? He cannot feel
The courage that flares in time of need
for he's only alloy and steel!
So when *nerve* is needed, the bombardier,
the pilots, the gunners, too,
The navigator, and all the rest,
are the boys who pull her through...
...NOT Elmer!

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Last summer Skipper Mahoney encountered a storm in practically the same fishing grounds that had almost cost him his boat three years before. In his own words, "We wouldn't a had no Condesteval if it hadn't been for that Danforth. It's certainly done paid for itself."

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(Signed) L. A. JONES

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dozen skippers, it was rumored, had bought. . . . To date (and this is according to Hank White who should know), *Awashonks* is due from Bristol for Freddie Ford who used to sail the 60′ yawl *Evening Star*, now in the service for the Coast Guard. . . . *Warrior*, which Fred Temple, of Toledo, bought from Vic Milliken just before the 1942 Chicago-Mackinac Race, has been sold to a Detroit Y.C. syndicate of Ed Cooper, his son Al Cooper, and Dick Swegles. The latter is known as the "Rondeau Racer," with a whizbang rep for his work sailing the single-stickers down in the little Canadian town on Lake Erie. . . . *Sonata* is slated to be the flagship of the Capital Y.C. fleet down on Chesapeake Bay next year as Roy Williams has sold the 49′ cutter to Jack Stone, of Washington, who'll be commodore. *Sonata* won the '37 Port Huron-Mackinac Race and has been a leader in the racing-cruising class. . . . *Apache*, Toot Gmeiner's New York "32," is doing nicely with eleven firsts, one second, and one third, in thirteen starts. . . . She was runner-up to *Vitesse*, "Clete" Welling's New York "32," in the Bayview All Night Race. . . . Ernie Grates' *Shamrock* was first around the course, beating the other Eights, *Warrior*, *Pintail* and *Armida*, but lost racing honors to Russ Moore's R boat *LaSalle* in her first race of the season on Lake St. Clair. . . . Bob Gould moved into second place with his Six-Metre *Cormorant*. . . . Harry Kendall's 46th annual Detroit Y.C. Sweepstakes, with its many perennial baubles, brought out the season's record fleet of 106 starters. . . . Perce Darnell's *Pintail* topped the "Eights" with Russ Pouliot getting an assist on the job but the Gardner Bowl went to Al Grundy's 22-Square-Metre *Joal VII* in the corrections. . . . *Estrellita*, George Naumann's yawl, sailed away with the Pingree Bowl as the fastest two-sticker and George Van's cat boat *Fiddler's Witch* (a beautiful thing) won the Edgemere Bowl. . . . But for arousing sheer jumping-up-and-down enthusiasm amongst the yachtsmen, nothing matched Doris Nevins' work in bringing the Six-Metre *Challenge* in ahead of four others in her class. Chuck McGregor had just bought *Challenge* from Fred Mackensen and Doris was at her helm for the first time. There are few lady skippers sailing in the interclub regattas on Lake St. Clair and none in the larger classes (a "Six" is still a "large" boat in these waters). Doris beat four men. . . . Norm Severin's Toledo Y.C. *DoDo* took second ahead of Gordon Saunders' *Noreg*, Don Wilson's *Question* and Gould's *Cormorant*. Charley Beck is giving new life to the Class C sloops, 26-footers. He cleaned up in late season races, including the trip across Lake Erie to Put-in-Bay with his *Host* and has discovered that small boat racing can be fun. He's been hankering for an official match race series between five C's and five of the Interlake 22′ cat boats and an October series seems likely with Beck, Fred Hayes, Morrill Dunn, Arnold Fuchs and Jack Wright sailing C's against Emmet McCoy, Per Valboe, Duke Huber, Paul Williams and Lew Tanney in cat boats. . . .

LAKE ONTARIO NOTES

By W. Peck Farley

▶ The Newport Y.C., on Irondequit Bay, is more than proud of its top skipper, Ernie Coleman. An invitation came to the club to participate in the Northern Atlantic Championship Snipe Regatta at Lake Mohawk, N. J. Ernie, being top skipper, had first chance at representing Newport; he grabbed his Snipe *Kiddo* and went. It was a three-day meet with seven clubs taking part. Ernie, with Mrs. John O'Brien as crew, copped first place in all three races.

Each year Newport and Algonquin hold a combination Snipe and Comet Regatta. This year, the meet was held on a light day, with practically no breeze at all, so at the start the victory was practically conceded to the Comets, due to their greater sail area. But, strangely enough and much to everyone's surprise, the Snipes came in first.

▶ The racing season at the Rochester Y.C. is drawing to a close. Earl Snyder, in *Djinn*, won the Club Championship in the Six-Metre series and is leading in the Saturday series. The Star Club Championship is a closely contested match, with Jim McConnell, in *Peggy Wee*, and Cliff Baker, in *Zoa II*, tied; each with a first and a second and one race to go. "Ginny" Cole is in third place with Roger Patterson's *Sisu*.

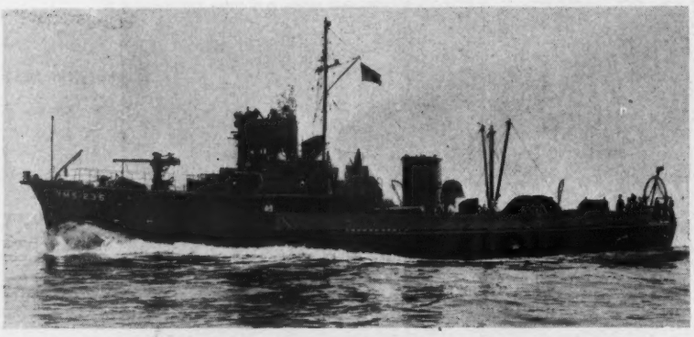
Cliff Baker, with Newt Castle crewing, made a favorable showing at the Star Class World Championship series in August, taking a seventh place in the series with a one day first to his credit.

Earl Guttenberg has bought Cliff Baker's *Robana*, a motor-sailer, and Cliff is taking Oc Marth with him to bring back a new boat. Cliff and Oc brought *Robana* into the club one spring when they had to battle the ice on Lake Erie and finally transport the boat overland part way to get into Ontario waters. While the boat was being trucked through St. Catherines, Cliff, riding in *Robana*, clanged the ship's bell to inform Oc (on the truck) that lunch was ready. He had cooked a full meal in the galley and they ate it in the cockpit riding along the streets.

Al Schmitt has brought the Six-Metre *Circe* into the R.Y.C. from the Buffalo C.C.

A New Day
WHEELER

STILL ANOTHER



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The Lightning Class, newest racing division at R.Y.C., has completed its five-race series. Conde sailed *Intruder* to win; Bartlett, in *Dora B*, was second and Seaman, in *Bobbie II*, third. The R.Y.C. Lightning fleet played host to the Algonquin Club the latter part of August and the guests went home with all the top honors; Wm. Straub first, Erwin Coy second, and Herb Sinnhofer third. A return meet was scheduled for September.

Bill Barrows has sold his yawl *Dovekie*, which is to go to the West Indies.

Sherm Farnham has been made a lieutenant commander in the Navy.

▶ The official racing season concluded at Nine Mile Point Y.C. with George Glenn, sailing *Four Aces*, top man, followed by Chet Miller.

▶ There is to be a new sailing group on Lake Ontario, west of Rochester; the boys at the Odenbach Shipbuilding Corp. have decided that, as long as they work on the lake side, they also should do some sailing. They have ordered six new Snipes to be built at Syracuse and have built a railway at the inlet. They will have club facilities in the lakeshore office of the plant.

▶ The Royal Canadian Y.C. sent an entry to Youngstown in August for the Six-Metre Alarm Trophy series. *Mermaid*, skippered by Jim Hyland and crewed by his wife and daughter, was the Canadian entry. It was a three-race series with one day of heavy winds and two of light. Four boats took part and *Sprig*, Youngstown Y.C., won by three points over *Erne* with Jack Elford at the stick.

▶ Josephine Parker, skipper of *Alarm*, Youngstown Y.C., won the Cayuga Cup for the second year. This cup is awarded annually to the winner of the race from Youngstown to Olcott and return.

The Bangalore Cup is still to be raced for since the sailors decided to go cruising to Toronto instead of holding the race.

Chuck Spaulding, skipper of the "Eight" *Cayuga*, and Joe Parker, skipper of *Alarm*, are tied on points for the Club Championship series.

THE SOUTH SHORE OF LAKE ERIE

By John G. Robinson

▶ With the exception of club championship series, some of which are scheduled to run well into October, the major racing events along the South Shore are history.

The last big auxiliary race of the season was the annual Hommell Trophy long distance event, sometimes known as the "Champagne Classic," from Rocky River to Put-in-Bay, a two-stage race with the first leg to Vermilion on Saturday, September 4th, and the last leg from Vermilion to Put-in-Bay on the following day. Contestants were rated under the Universal Rule. *Cheemaun II*, trim Rhodes 27, owned and sailed by Tom Jones, of the Mentor Harbor Y.C., won the leg to Vermilion, with *Falcon II*, owned and sailed by Commodore Dick Bostwick, also from Mentor Harbor, second.

▶ The Lipton Trophy race, usually held at the midsummer regatta of the Cleveland Y.C., was scheduled for the Labor Day week-end. Three heats were run but the second one was protested by Bernie Ware, owner of *Gypsy*, on the ground that there were two buoys set for the northwest corner of the triangular course and that he had sailed for the easterly one, then luffed to follow the rest of the fleet as they sailed for the more westerly one. The judges upheld the protest and the race was ordered resailed.

With two heats sailed, the score stood: *Gypsy*, L. B. Ware, 12.1 points; *Robin*, Al Edgerton, 10.1 points and *Cotton Blossom*, Paul Gayman, 10.

▶ *Playboy*, owned by James Kopak, now serving with the Army and sailed by Ahti Walters, won the Cleveland Y.C. annual race for the Old Timers' Trophy for cruising auxiliaries, sailed on Labor Day from Put-in-Bay to Rocky River. *Playboy's* time for the 53-mile run was 5:37:41. Bob Purcell's yawl *Ripple* finished second.

▶ The annual Inter-Fleet team race at the Mentor Harbor Y.C. on September 5th resulted in a victory for the Interlake skippers. This race is sailed annually between teams of picked skippers.

▶ Herbert Bailey, of the Mentor Harbor Y.C., owner of the Luedtke-built auxiliary *Lady Luck*, has purchased *Fine Feather*, Russ Jack's Rhodes-designed L-O Class auxiliary. Another addition to Mentor Harbor's auxiliary fleet is *Week-Ender*, bought by Walker Nye in Rochester, and sailed to her new home *via* the Welland canal. Paul R. Critzer, of Berea, Ohio, has bought the 39′ a.c.f. bridge deck cruiser *Lady Grace II* from C. C. Banks, of the Cleveland Y.C. Mr. Critzer is joining the Vermilion Y.C. Howard W. Emig, of the Lakeside Y.C., Cleveland, has sold his 16′ Lyman runabout and has bought Archie and Bill Lang's Richardson 26′ cruiser. The Langs have bought the twin screw Richardson express cruiser *Ho-Hum* from Jerry Doyle, past commodore of the Forest City Y.C.

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Bill Barth, Vermilion Y.C., has sold his 35′ Bailey-designed cruiser to Frank Maxon, past commodore of the Lakeside Y.C. Jack Hopwood, Lakeside Y.C., has sold his Star *Minx* but the boat will stay in the club. Harold Bennett, Cleveland Y.C., has sold his Lyman utility runabout to Kenneth J. Pelton, of Rocky River. Thomas Mitchell, of Canton, has bought the 32′ Richardson cruiser *Phoenix* from W. Sink, of the Erie Y.C.

YACHTING ON THE NIAGARA FRONTIER

By James H. Daniels

▶ The Alarm Trophy series for Lake Ontario Six-Metres was sailed at Youngstown, N. Y., August 7th and 8th. Competition was keen and the four entries were close all the way through. Jack Elford won the first race with *Erne* and Bud Doyle, the defender, came back in *Sprig* to win the next two races. Jim Hyland, from the R.C.Y.C. in Toronto, brought *Mermaid* over for the series. The final standing showed *Sprig* repeating her triumph of '42, *Erne*, *Mermaid* and *Alarm* following in that order.

Nine boats from the Youngstown Y.C. enjoyed the hospitality of the Royal Canadian Y.C. over Labor Day week-end. Wes Montgomery demonstrated the seagoing qualities of his Bounty *Revelry II* by dusting off the racing boats on the reach over to the Canadian port.

Bud Doyle and his hard driving crew (composed of skippers in their own right) from the Y.Y.C., won the Barthel Trophy at Detroit on September 10th, 11th and 12th for the third successive year.

▶ At the Buffalo Y.C., A. M. (Pete) Stetler, sailing his Islander *Maleo*, rules the waves with three firsts in sailing events for the cruising class to date.

Rockette, sailed by P. J. Hunt, has paced *Maleo* in each of the three cruises but has not found the weather sufficiently heavy to date for her best going. The yawls *Bluewater* and *Badger*, sailed respectively by Joe Emmert and skippers Haynes and Nagle, as well as the Tumlaren *Johanna* and *Mamzell*, have been participants in these events.

Joe Emmert sold his yawl *Bluewater* recently and has left Buffalo for active duty in the Coast Guard.

▶ At the Buffalo C.C., the race committee had nearly as much work to decide the winner of the Hill-Manning Trophy cruise from Abino Bay to Port Maitland and return as the sailors had bucking a strong sou'wester and setting light canvas on return. After much discussion, mathematician and club measurer Karl Smither broke out the log tables and decided that the Royal Ocean Racing rule for corrected time produced a dead heat between P. J. Hunt's yawl *Rockette* and Charlie Wilson's Islander *White Cap II*. Custody of the trophy will be divided equally for the ensuing year.

The port to port run for the Buffalo P. S. Trophy, from Point Abino to Port Maitland, Dunkirk and return was well attended and produced a variety of weather. A hard sou'west blow kept the yachts in Port Maitland on Sunday and the run to Dunkirk and back to the bay was started at 8.05 p.m. Sunday without laying over in Dunkirk. Shorty Holzworth had a real opportunity to "take" the fleet but unfortunately compass trouble interfered with the landfall at Dunkirk in the middle of the night and spoiled his Ten-Metre *Sealark's* chances. Pete Stetler, flying the burgee of the Canoe Club for this event, won in *Maleo* with the Class R *Serica*, sailed by Bob Prochnow, second and *Rockette*, sailed by P. J. Hunt, third.

The Lightning class championship series at the Canoe Club was the most closely contested event in a number of years. John Stern, in *Thunderbolt*, led the seven race series until midway through the last race when light airs left him stranded. Karl Smither, sailing *Thermis Twice*, won.

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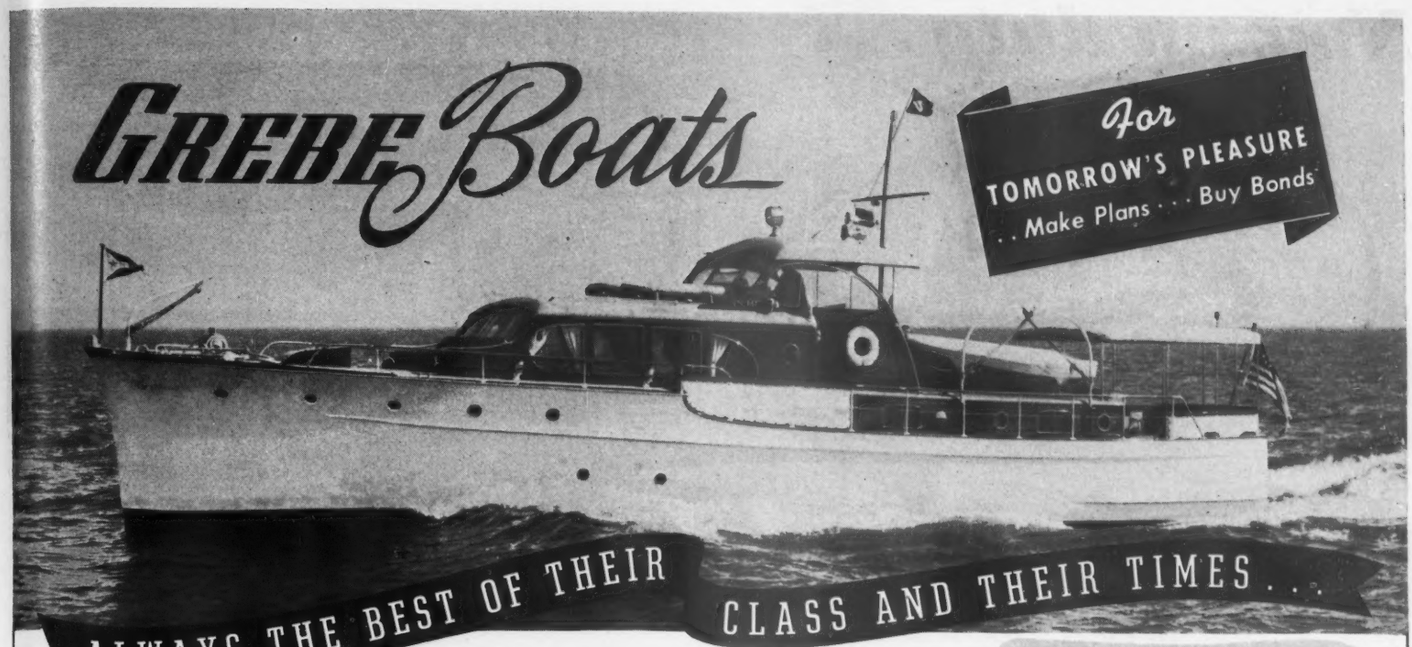

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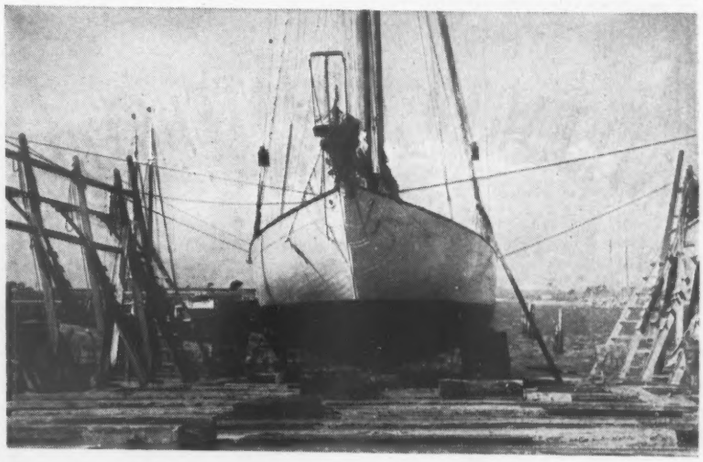

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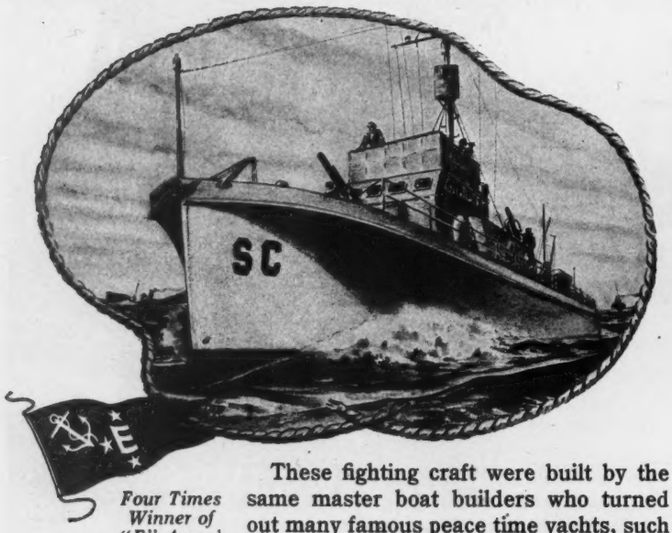

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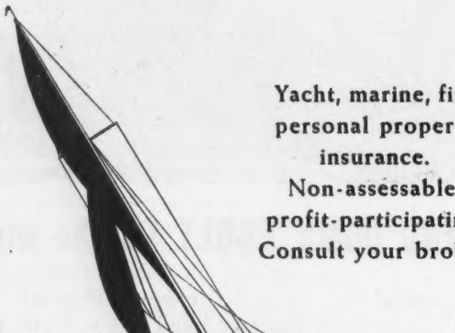

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U. S. Maritime Commission photo

U.S.S. "Reading," one of the new frigates built for Uncle Sam, takes the water in a side launching at the Leathem D. Smith Shipbuilding Co., Sturgeon Bay, Wis.

LAKE MICHIGAN BREEZES

By Warren T. Davis

▶ The last part of August, your correspondent with his chief aide, Pete Harper, attended the launching of two warships at the Leathem D. Smith Yards in Sturgeon Bay. One of these was the U.S.S. *Reading*, a frigate being built as a convoy protector by the Maritime Commission for the Navy. The *Reading* went into the water at 4:30 p.m. and at 4:31 a sister ship's keel was laid where she had been. She was christened by Mrs. John Butterweck, a Gold Star Mother of Reading, Pa. The shipyard band played, flags were flying, the crowd cheered and we had a speech from the genial L. D. Smith, head of the yard. It was thrilling to see this 303′ ship hit the water and shortly thereafter to see a Navy PC, No. *1176*, go down her ways. It was also thrilling to see the two sister ships of the *Reading*, U.S.S. *Chattanooga* and U.S.S. *Knoxville*, lying in the water being fitted out. Other frigates were under construction. A number of PC boats in the water were being fitted out and more were on the ways.

Four thousand, five hundred workmen keep this yard busy twenty-four hours a day. Yes, it was all thrilling, but the really stirring thing was to realize what these workmen were. Thousands of them! Farmers, housewives, orchard men — people from the countryside who have been independent, hard working, everyday Americans; people who never expected to turn to, as a great team, to turn out ships at such a surprising rate. They aren't just people working doggedly. I talked with many of them on their jobs, for the yard was opened to me. They are proud of the great work they are doing and they may well be. These farmers and housewives turned out the 303′ *Reading* to within ⅛″ of specified length. She and all the others are built in sections and assembled on the ways. The ships and the methods were highly interesting, but the people were even more so.

A few years ago, young Bill Sohns, whose father runs the local grocery and meat market at Ephraim, had the job of delivering groceries at our back door. Later, he married the local school teacher. Today, he has the job of lining up these 303′ frigates and he is rightfully proud of his job and his ability. Seldon Olson, who taught most of us how to sail around Ephraim and has been running a hotel for years, is still working at the hotel and puts in eight hours a day on a technical installation job in the PC boats and frigates. About 1500 men and women from the City of Green Bay ride 40 miles to work here. One, Mrs. Rose Mencheski, leaves a seven-year-old boy and an eleven-year-old girl at home. Mrs. Mencheski has been on the job nine months and is a skilled welder and proud of it. She is specially assigned to a foreman named Jones, who has a gang that does something about putting the works together as the assembly comes out of the shed. Many of the men on the evening shift are dairy farmers and they milk their cows in the middle of the night (at 1:30 a.m. and at 2:00 p.m.) I wonder what the cows think of it all.

Phil Smally, hull foreman, showed us the *Reading* before she went overboard. From foremen to welders to chippers to members of the band, there was real enthusiasm. The evening force of more than a thousand were on hand an hour before their shift started to see the launching of the ships they so proudly built. Anybody who thinks he can lick an America such as this, has another think coming.

▶ In the 35th Annual Wind Point Race, run by Milwaukee Y.C. *Stephia* (ex-*MalabarXI*) owned by Eldred Stephenson, won the Cruising Division and the Plankinton Trophy, while Otto Dreher's *Lively Lady* took the Milwaukee Corinthian Trophy for Universals.

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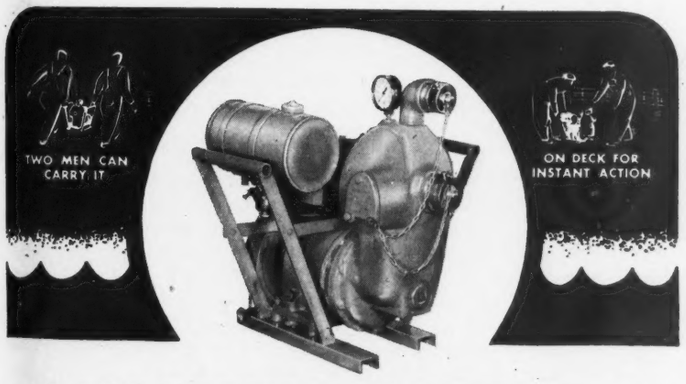

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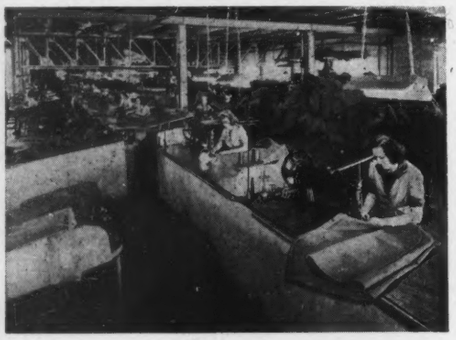

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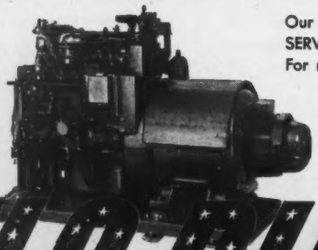

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Burt Williams, of Chicago Y.C., won the Star Great Lakes Championship with a perfect score, 24 points, having three wins in three races. The Shipping Board Trophy for Stars was captured by E. Raymond, of Sheridan Shore Y.C. Three crews of Juniors from the South Shore Y.C., Milwaukee, visited Sheridan Shores and trounced the locals 24 to 18 in a two-race Star regatta. M. VanArsdale, in *Vanity*, won the Antwerp Trophy ten-race series at this club.

▶ Up on Green Bay, the Sturgeon Bay Y.C. sponsored a well attended regatta. *Marimil*, owned by Milton Stern, Jr., Chicago Corinthian Y.C., won the handicap free-for-all cruising race, while *Ben Bow*, owned by Clayton Ewing, Green Bay Y.C., took the Leathem D. Smith Cup. Steve Post, Fish Creek Y.C., won the Peterson Boat Works Cup for Sea Gulls. The Sturgeon Bay Boat Works Cup for National One-Designs was won by Bob Peterson, of the Sturgeon Bay Y.C., and Charles Cowan, of the same club, won the Fox River Boat Works Cup in the Lightning Class. The Mayor of Sturgeon Bay, D. W. Reynolds, won the Olson Transportation Co. Cup, while the George Reeke Cup for Penguins was won by R. Christianson, also of Sturgeon Bay. The Peninsula Arts Cup, contested for annually in team racing between Ephraim Y.C. and Fish Creek Y.C., was taken by Fish Creek this year. Each club has now had possession twice.

The Second Annual "Westward Ho" Race, conducted by the Michigan City Y.C., was won by Lowell Dowdell. He seems to win a great many of its races.

▶ Frederick M. Washburn, in *Rene*, won the Blake Trophy contest, run for the 18th year by the Southern Shore Y.C. This is a power boat consistency race. Each contestant files with the committee the speed at which he intends to run. Each contestant is supplied with his own sailing orders, each being different for courses and distances. Starting times and line are the same. Finish line is the same. The theoretical finish time for each yacht is figured ahead of time and the actual finish time recorded. The object is to have the least possible difference between theoretical and actual finish time.

▶ The Virginian Cup Series for Q boats was won by *Falcon II*, Karas-Udell, after a sail-off for a tie with *Hope*, owned by Dr. Ver Brugghen. The Eight-Mile Buoy Race of Chicago Y.C., in which time allowances are given at the start, was run earlier than in other years. *Gossoon II*, Harry Nye, Jr., won in the Universal Class and *Bangalore*, Holsman-Buckley, took first in the Cruising Division.

▶ For the L.M.Y.A. Regatta, light airs were in vogue and the following won in their classes: Cruising Class A, *Trident*, Commodore P. H. Danley, Chicago Y.C.; Class B, *Gentian*, Bert Smalley; Class C, *Bangalore Too*, Ted Lumbard; Class D, *Rangoon*, H. L. Bemer; Large Universals, *Lively Lady*, Otto Dreher; Small Universals, *Alert IV*, Dr. T. Morris; S. Class, *Romany*, E. Heinemann; Tumlaren, *Svek*, Sam Clarke.

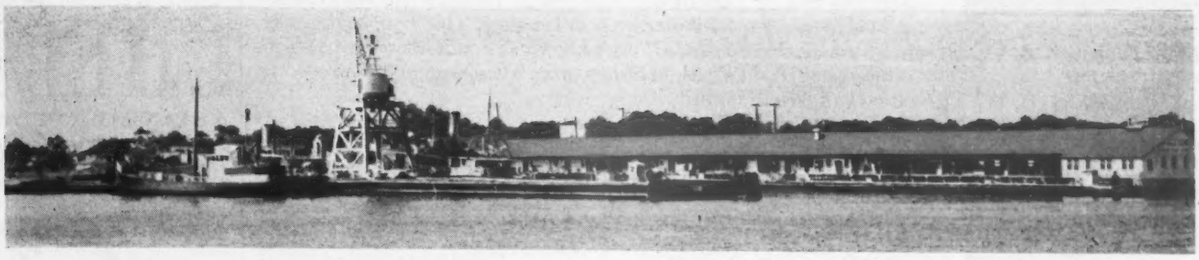
▶ The Tri-State Race over Labor Day week-end gave the racers all sorts of weather and lots of excitement. The first leg to St. Joe on Friday night saw Geo. Sollitt, in *White Cloud*, take the Cruising Class honors and Ed Schnabel, in *Yankee*, take first in the Universal Class. The race was a moderate beat. The second leg, to Michigan City, started with a 15- to 18-mile breeze and ended in a drift with *Conewago*, Al Peuquet, first in the Universals and *Stephia*, Eldred Stephenson, first in the Cruising Class. Monday, from Michigan City to Chicago, the fleet really took it. *Hope*, Class Q, lost her spar shortly after the start and *Tahuna*, Bud Snite, who was close by, broke her steering quadrant when attempting to assist. Under a jury steering rig and with a Coast Guard tow at the end, *Tahuna* made Chicago in the wee hours. *Sally*, P. C. McNullty, was first in the Cruising Division and in *Gossoon II*, Harry Nye, Jr., bailed his way into first in the Universal Class. *White Cloud* won the Noble Trophy for best elapsed time on this leg.

▶ *Tobasco*, Gould Davis, won first place in the Chicago Y.C. season's championship for Class R with *Romany* first in the S Class and *Svek* first in the Tumlaren. *Romany* made a record with 1000 points for the season's races.

▶ On August 31st, the clubhouse of the Minnetonka Y.C. was destroyed by fire. Built in 1890, it was believed to be one of the oldest clubhouses of any yacht club in the country.

▶ The Annual South Shore Y.C. Regatta called forth a great variety of yachts. Otto Dolker, in *Lively Lady*, took first place in the Large Universal Class, while *Quiver*, Ernest Goodrich, won in the Small Universal group, Cruising Classes A, B, C and D, raced as one class, with *Lassie*, Wm. Lawrie's Mackinac winner, first. This is the Alden boat formerly known as *Betty Bro* and then as *Rubaiyat*.

Ann, Wm. Letschein's Star, was first in her class while H. Roesler, in *Margie*, won the Sea Gull Class. A handicap race for otherwise unclassified



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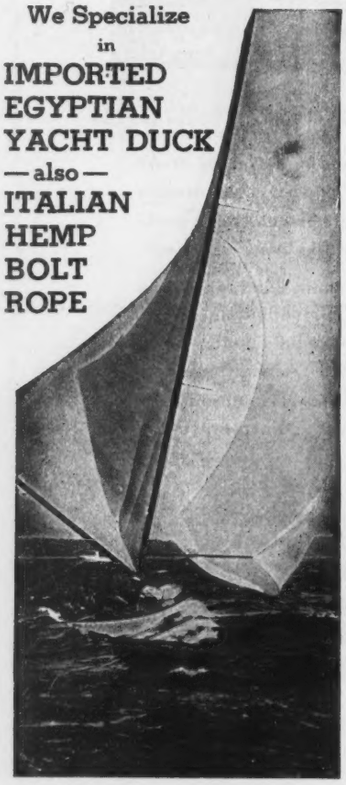

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yachts was won by *Lazy Bones*, owned by E. Duffendorst. The National One Design *Tusuen*, K. Foster, won in her class. This club, by the way, sets records in this class. A 17′ class known as South Shore One Designs was raced and David Freed, in *Scamp*, won. The Dinghy Class was led by *Canvas Back*, Wm. Litschein.

LONG ISLAND SOUNDINGS

By Starboard Tack

▶ Casting a nostalgic glance astern over the past season, it would appear that Long Island Sound has been the scene of somewhat unconventional yachting activities which may well be indicative of the shape of things to come. Of special interest is the fact that nearly every club has reported a large increase in day racing, not only among competing club members but between nearby clubs as well. In some cases, such as the Bayside Y.C. and the Douglaston Y.S., clubs have combined their racing fleets and have thereby greatly accelerated local competition. Others, such as Manhasset, Pequot, and Noroton have made up for the lack of certain types of inter-Sound competition by giving added importance to weekly races, "in their own front yard."

But what is most interesting of all is the fact that all of this wartime nautical activity has boomed the small boat in a truly astonishing fashion. Not only has this newly awakened interest in small craft exceeded all expectations, but it has resulted in a bull market on such vessels. Sailing dinks were especially sought after, and at the present writing there are less than a handful to be had.

It is not difficult to discover the reason for this local phenomenon. Firstly, since all power boats (excepting those in service) and many auxiliaries spent the summer at their moorings, their owners necessarily turned to sail as the sole means of getting afloat. And, with the in-the-harbor-by-sundown cruising limitation, many skippers preferred to stay close to home rather than risk being caught out after curfew. Consequently, they also participated in week-end club affairs to a degree unknown in previous seasons. Important, too, has been the emphasis put on junior activities by nearly every Sound club, with the result that some form of competitive sailing for the small fry has been on the Saturday and Sunday calendar throughout the season. Lastly, but equally important, has been the mounting number of yachting enthusiasts who have come to love the water through their initiation to it as members of the Coast Guard Auxiliary.

The sum and total of all this is that the season has been a real success in a new and different way. And it is encouraging not only because it proves that a satisfying amount of yachting is possible and practical in wartime, but the experience of this summer can only be regarded as indicative of what may be expected in the seasons to come.

▶ The Bayside Y.C. has concluded its most successful racing season in years, according to the report of Regatta Chairman Gerald Etches. The scheme of combining the racing program with that of the Douglaston Yacht Squadron, which called for each club handling the details on alternate Sundays, has been so successful that it will undoubtably be continued next season. Bayside's Fifth Annual Junior Regatta, held on August 21st and 22nd, resulted in a record turnout and numbered nearly 100 boats on the first day of competition. Prizes for both the Junior and Season series were presented at a dinner at the clubhouse on September 18th.

▶ The Yachting Department of the New York A.C., which is in no way subdued by being temporarily without a shorefront base, celebrated Labor Day by a Clam Chowder party at Al Lion's shipyard in New Rochelle. The invitation to this gastronomical feast was intriguing:

"For those who have not as yet experienced the delight of a steaming plate of Mrs. Lion's clam chowder, a treat is in store. When this gracious lady whose reputation for chowder extends from coast to coast, consented to display her culinary skill with the succulent bivalves, your Entertainment Committee abandoned all other plans for a Labor Day Party. There have been from time to time crude suggestions made to improve the flavor of clam chowder including the idea of throwing a pair of overalls into it. While this has brought fame to a certain Mrs. Murphy, we doubt that it ever improved the taste of the chowder. In a Caledonian chain of restaurants, it used to be the practice to tie a clam on a string — a good stout string — and draw the clam through the liquid on each plate to give a delicate flavor. Mrs. Lion has rejected all these theories because she has her own technique."

▶ Standings in the international Class, as of the first week in September, were as follows: Y.R.A. Championship Sunday Series, *Patricia*, .768; *Four Winds*, .728; *Aileen*, .703. Royal Bermuda Y.C. Saturday Series, *Four Winds*, .770; *Aileen*, .756; *Susan*, .698. Frank E. Campbell Series, *Four Winds*, .745; *Aileen*, .718; *Patricia*, .718.

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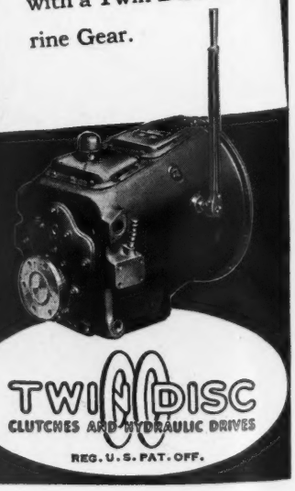

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We unhesitatingly recommend all of the books listed below.

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Offshore Navigator, by Capt. Warwick M. Tompkins. Step-by-step through the process of finding latitude and longitude through the use of *H.O. 211*, one of the simplest methods of navigation. $2.00

Primer of Navigation, by George W. Mixter. A complete course in piloting is presented in the opening chapters. Celestial navigation has been simplified, only simple arithmetic is needed. Complete with tables, fully illustrated. $4.00

PILOTING AND SEAMANSHIP

Introduction to Seamanship, by Chas. H. Hall. A handbook of extraordinary completeness. $2.00

Coastwise Navigator, by Capt. Warwick M. Tompkins. Covers with utmost simplicity the many problems of the coastwise navigator, or pilot. $2.00

Piloting, Seamanship and Small Boat Handling, by Charles F. Chapman. New 1943 edition of this classic text for beginners. Used in the Power Squadron's elementary classes all over the country. 320 pages, amply illustrated. $2.50

Seamanship, by Charles F. Chapman. A fine new book by this well-known authority. Illus. $1.00

How to Abandon Ship, by Richards & Banigan. Illus. $1.00

Sailors' Knots, by Cyrus L. Day. $3.50

Encyclopedia of Knots and Fancy Rope Work, by Raoul Graumont and John Hensel. The same fascinating volume that sold for $10.00 when first published. Enlarged and revised. $5.00

Knots, Splices and Fancy Work, by Charles L. Spencer. Also contains information on wire splicing, tables of breaking strength. Illustrated. $3.50

DESIGNING AND BUILDING

Elements of Yacht Design, by Norman L. Skene. This book is a standard in its field, indispensable to naval architects, boat builders and yachtsmen. Revised to date. $3.50

Yacht Designing and Planning, by Howard I. Chapelle. A textbook on Naval Architecture for the amateur. Illustrated. $4.75

Boatbuilding, by Howard I. Chapelle. The complete handbook on wooden boat construction. Takes the amateur from choosing the right design to the final varnishing. Illustrated. $5.00

Laying Down and Taking off, by Charles Desmond. A guide for mold loftsmen. $2.00

Wooden Shipbuilding, by Charles Desmond. A general work devoted to larger vessels. $10.00

Small Boat Building, by Edwin Monk. Plans and complete building instructions for a number of boats, power and sail, from an 8' pram to a 17' auxiliary. $3.00

Modern Boat Building, by Edwin Monk. A fine book containing much information on round bottom boats, beveling frames, laying down lines, spars, materials and costs. $3.00

BOAT RACING

Yacht Racing Rules & Tactics, by Gordon C. Aymar. Rules and maneuvers illustrated by sequence photos of Star boat models. $4.00

Men Against the Rule, by Charles Lane Poor. A century of progress in yacht design, this book discusses the history of the measurement rule and its effect on design and speed. A "must" book. Was $10.00. Now only $2.50

Learning to Race, by H. A. Calahan. The principles of yacht racing explained in a most lucid manner. Illustrated. $2.50

ATTENTION, BOAT AND SHIP YARDS

A number of yards have found it profitable to establish reference libraries of books on boat designing and building for their workers. While a few such books are listed above, there are a number of others for which there is not room on this page. We shall be glad to supply lists and prices on request.

BOAT SAILING

The A B C of Boat Sailing, by Herbert L. Stone, Editor of YACHTING. An excellent book for the beginner with many maneuvers illustrated with diagrams. $2.00

Sailing Made Easy— Told in Pictures, by Rufus G. Smith. Temporarily out of print. $3.50

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The Galley Guide, by Alex. W. Moffat. Recipes for shipboard from the simplest rough weather breakfast to course dinners, and drinks. No technical terms to confuse the amateur cook. $2.00

Glossary of Sea Terms, by Gershom Bradford. This book is regarded as an indispensable encyclopaedia of the sea. New enlarged edition. Illus. $3.50

Kenyon Weathercaster. Your eyes to observe wind direction and sky condition, a barometer, and one of these *Weathercasters* are all you need to forecast weather as much as 24 hours in advance. Prepared by expert meteorologists. Full instructions. $4.95

Meteorology for Ship and Aircraft Operation, by Peter Kraght, Senior Meteorologist, American Airlines, Inc. Convenient pocket size, but this fine book's nearly 400 pages cover all essential weather data in easily understood language. Indexed and illustrated. $3.00

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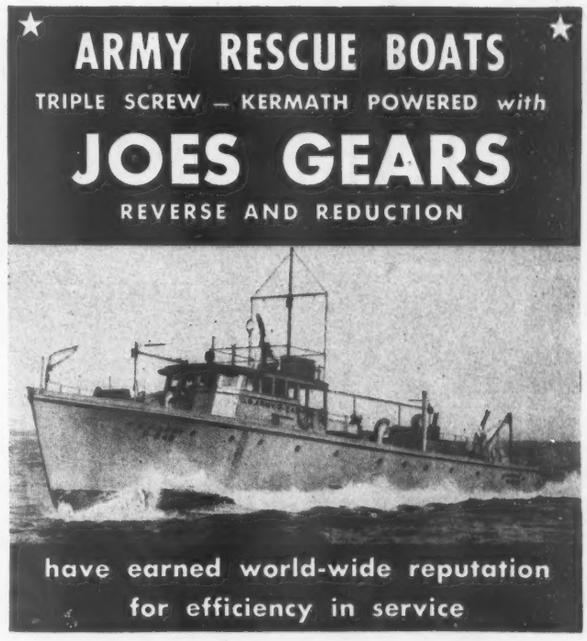

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WHAT IS WANTED IN THE "CRUISER OF TOMORROW"

▶ That "Cruiser of Tomorrow" Contest, which the Richardson Boat Company conducted to see along what lines yachtsmen were thinking for their post-war boats, brought to light some interesting information. A thorough analysis of the replies, and suggestions as to various items the individuals would like to see in their boats, and the use of new methods of construction, is not yet possible. But the trends indicated by the answers to the questionnaire are most significant. These can be summarized.

It is interesting to note the importance that those who use boats for pleasure place on the various features of design and construction. As was to be expected, the one feature stressed as the most important of all that enters into the design of a boat was seaworthiness. An overwhelming majority placed this first on the list of "musts" for the boat of the future. The second most important feature which most agreed was essential was roominess and comfort. This also, perhaps, was to be expected, and is what builders of power cruisers have supplied in the past to a very satisfactory extent.

Next came the matter of economy. Operating economy was placed high in the list of important features, and almost equal emphasis was placed on first cost. These two features need not go hand in hand, as sometimes certain features that make for higher first cost may prove an economy in later operation. But in general, in this contest, equal emphasis was placed on both. As the matter of speed has a direct bearing on both first cost and cost of operation, the boatmen of the future were a little inconsistent, as the desire for speed was still most apparent in the replies to the questionnaire. An overwhelming number still wanted cruising speeds of 15 to 25 m.p.h. and only a few were content with a speed of under 12 miles. Yet speed costs money, as everyone knows. Also bearing on the matter of power, the choice was exactly evenly divided between the use of single and twin-engine installations. Which is, perhaps, about what one would have guessed, except that as twin installations are more expensive than single, they are hardly consistent with low cost.

When it came to features of design which, perhaps, reflect individual tastes and desires more than other fundamental features, it is interesting to note that the round bottom hull had the call over the V-bottom by the ratio of 165 to 125, and straight sheer was the preference of 142 to 131 for the broken sheer. As between a trunk cabin and a raised deck, the latter had a slight edge in the choice and, surprisingly, the open cockpit advocates were very numerous in a day when most cruisers have shown a tendency to become more and more enclosed. And streamlining had its advocates in great number, although most of the men who expressed a preference for it put it last in order of importance of desirable features.

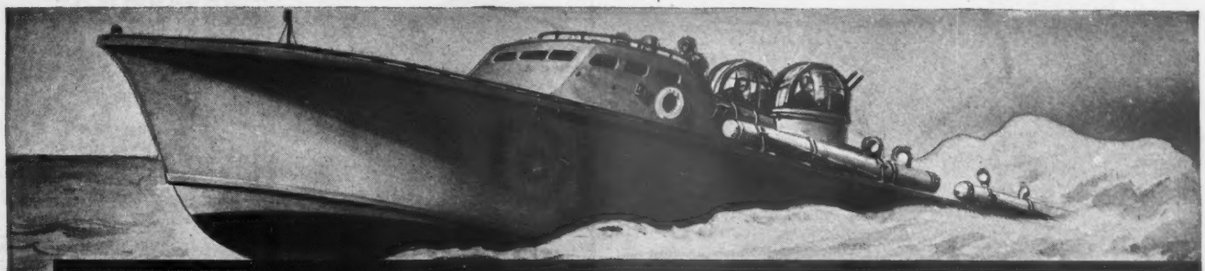
Altogether, a study of this analysis is most interesting. Among other things, it shows that the cruising man of tomorrow is a most practical fellow, for most of them wanted more paint and less varnish on their boats. Some 225 wanted paint outside, to 37 who wanted the hull finished bright, and a substantial majority wanted the same paint treatment inside. They are getting wise, these modern cruising men, as the boat designers and builders probably know.

NEWS OF THE INDUSTRY

A SEA MULE MARINE TUG

▶ As a result of the success of the Chrysler Sea Mule marine tractor, thousands of which are now being used by the United States and governments of the United Nations, the Chrysler Division of the Chrysler Corp. is now producing a Sea Mule marine tug utilizing similar units. These tugs are offered in several models, and operations have demonstrated that on coastal and inland waterways they are qualified to perform all of the

The Chrysler "Sea Mule" marine tug, formed by joining two Chrysler "Sea Mule" marine tractors and two steel pontoons. The over all length of the various models is between 37' and 45', and the beam from 13' to 15'



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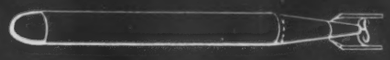

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FAMOUS for striking power, the scrappy little PT-Boat strikes swift and sure at fire, too. Many of these craft, as well as other types in the fast-growing auxiliary fleets, carry Kidde Extinguishing Systems. At the first hint of danger the Kidde nozzles lay down a barrage of snow-and-gas that wipes out fire quickly and completely.

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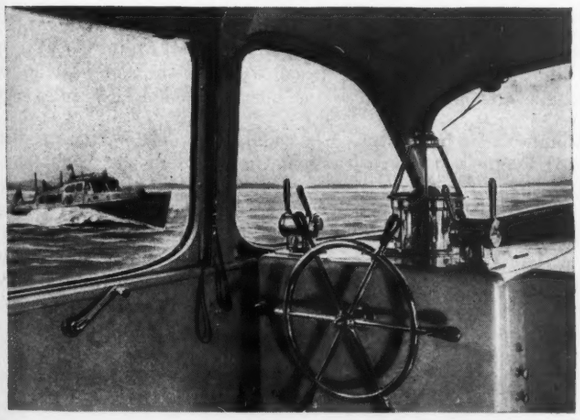

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functions of a towboat powered by the conventional type of gasoline, Diesel or steam engine.

IN THE NEWS

▶ Effective October 1st, the name of the Pump Engineering Service Corp., 11610 Euclid Ave., Cleveland, Ohio, was changed to the Pesco Products Co. This change has no effect on the present personnel or on the company's affiliation with Borg-Warner, the parent company. . . . Increased facilities for servicing the marine industry during the war emergency and in years to come, have been announced by L. W. Ferdinand & Co., Inc., of Boston, as a result of the purchase of factory, warehouse and office property at Newton Lower Falls, Mass. In this location are combined the former Medway, Mass., and Boston plants. . . . On July 1st, Parkman Yachts changed its name to Star Marine Corp. There has been no change in personnel and the address of the firm remains 51 East 42nd St., New York 17, N. Y.

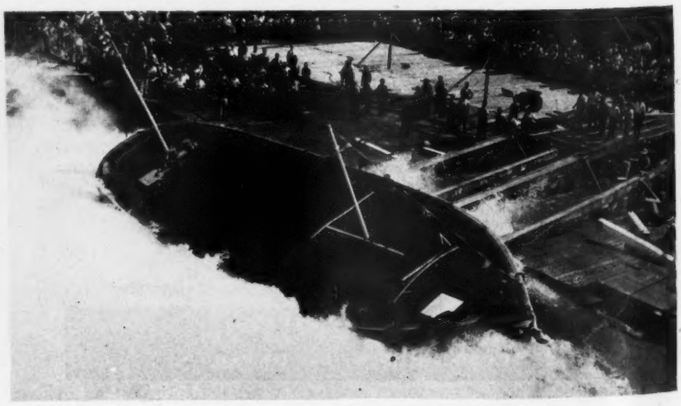
RALPH E. WINSLOW ON ADVISORY CONTROL BOARD

▶ Ralph E. Winslow, who has been with the War Department since our entry into the war, has been made a member of the Department's Advisory Control Board and has been appointed Principal Naval Architect. He is located in Washington.

ON THE PRODUCTION LINE

▶ Harold E. Nelson, formerly with the Universal Motor Co.'s New York office and more recently doing special work for the American Bureau of Shipping, is now in Universal's home office in Oshkosh as a sales engineer.

Stadium Yacht Basin, Inc., Cleveland, Ohio, has received the Army-Navy "E" as has the Century Boat Co., of Manistee, Mich. . . . The Gray Marine Motor Co., of Detroit, and the Macwhyte Co., Kenosha, Wis., have received a star to be affixed to their Army-Navy "E" flags. . . . Jenkins Brothers, of Bridgeport, have received a second star, and both the Dravo Corporation and the Ford Instrument Co. of Long Island City are the recipients of a fourth star. . . . Both the Baltimore Paint Co. and Devoe & Raynolds Co. have received the Maritime Commission's "M," and the following firms have been awarded the Commission's Gold Stars: Colvin-Slocum Boats, Inc.; Eastern Cold Storage Insulation Co.; The Edward Valve & Mfg. Co., Inc.; Edward and Co., Inc.; Radiomarine Corp. of America; Kelvin & Wilfrid O. White Co.



The side launching of the U. S. Maritime Commission's 65' tug "Port Ewen" at the yard of Arthur G. Blair, Yonkers, N. Y. Westchester Photo Co.

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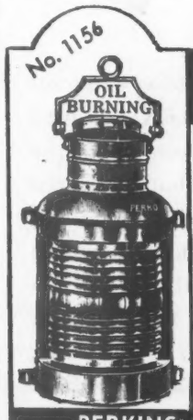

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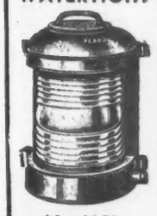

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